Latitude 38

VOLUME 322 April 2004

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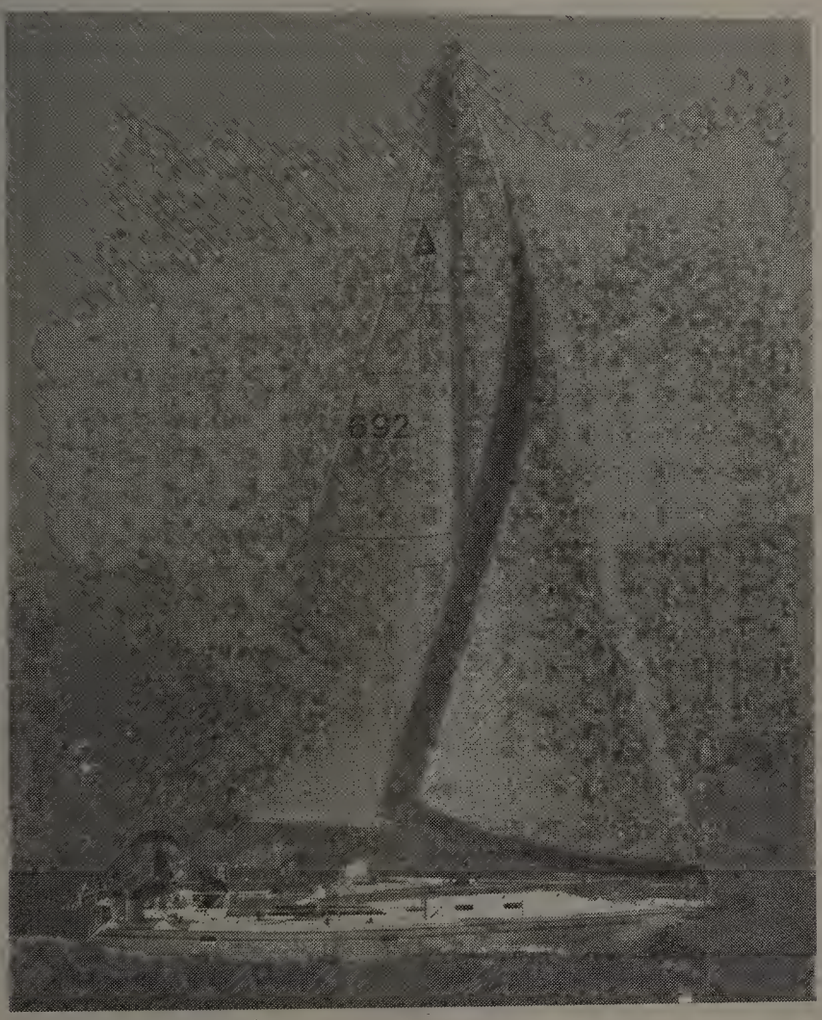
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Stop by our booth near the main entrance at Pacific SAIL EXPO April 14-18

And they're off...

PHOTO: MIKE ARANEDA



*Strange Bird**

Jay and Laurie Ailworth are going cruising. They bought the bigger boat, then plumped up their savings, quit their jobs and are heading south in June. They'll go through the Canal, visit the Caribbean, spend time in the Chesapeake and then, who knows...

Jay's kids named the first boat *Strange Bird* and created a logo that looked a bit like a big bird who got dressed in the dark. The name has stuck, with a somewhat tamer logo.

The sailmaker, too, has stuck. The current *Strange Bird*, a Catalina 42 II, like the first one, is Powered by Pineapples. Jay and Laurie would have it no other way: A strong, beautifully shaped main, the right sized jib, storm sails, a colorful spinnaker for all those off-the-wind days - and thoughtful advice and support all along the way.

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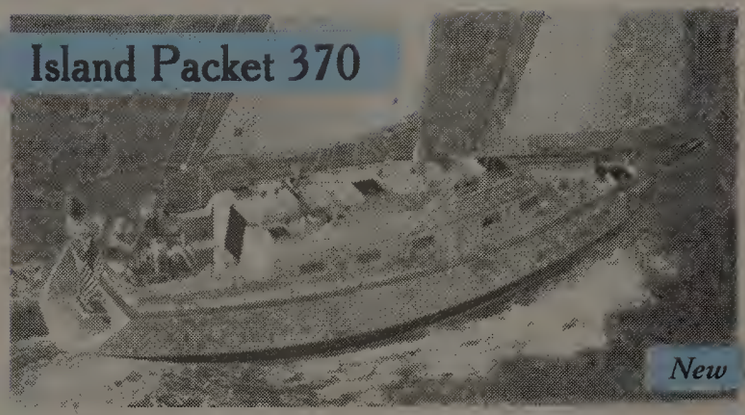
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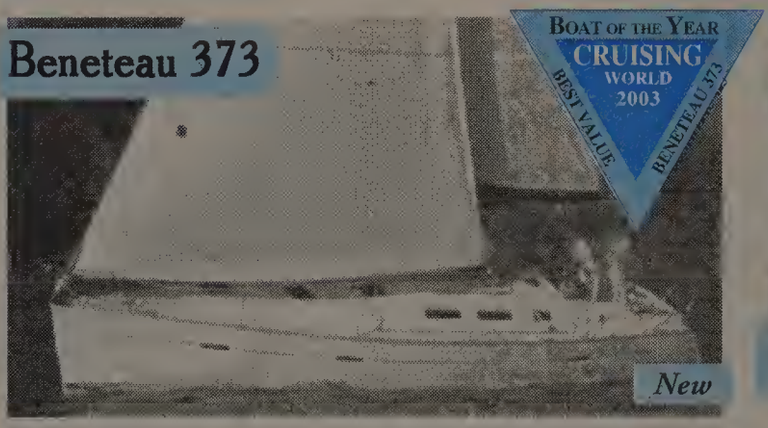
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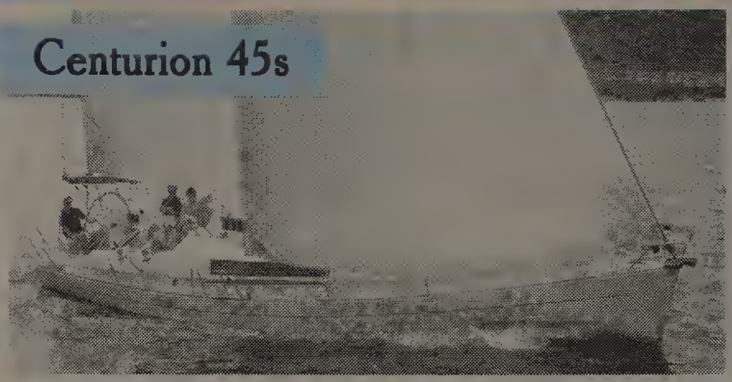
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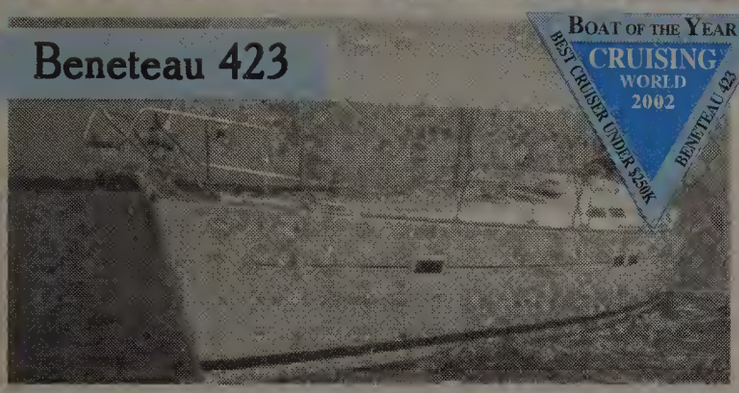
Beneteau 473



Centurion 45s



Beneteau 423



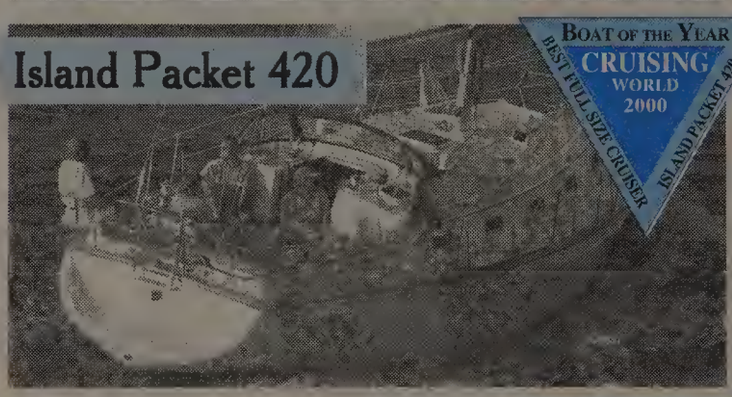
40 Pilot Saloon



Beneteau 393



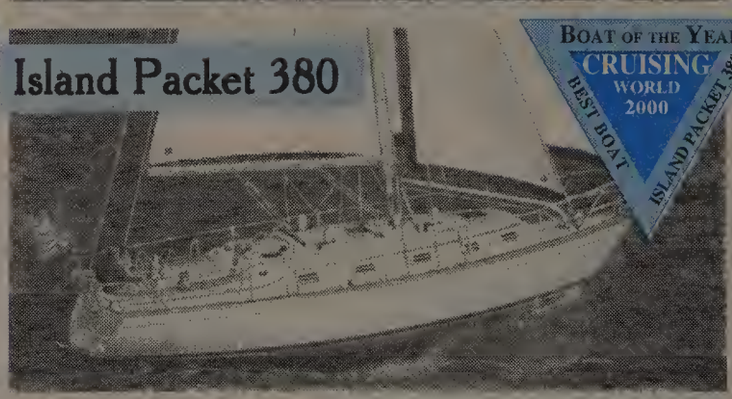
Island Packet 420



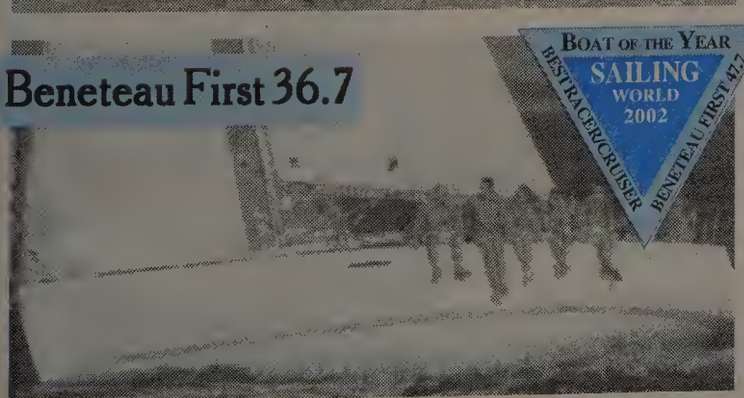
Beneteau First 40.7



Island Packet 380



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Beneteau 331



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Cover: Sailing the wide-open spaces.

Photo: *Latitude*/rob

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

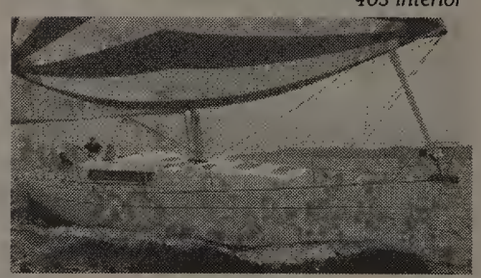


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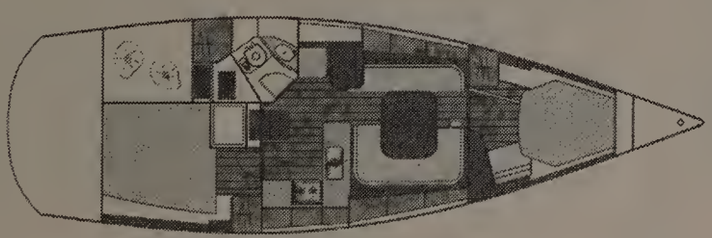
40S interior



45S



40PS



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Catalina

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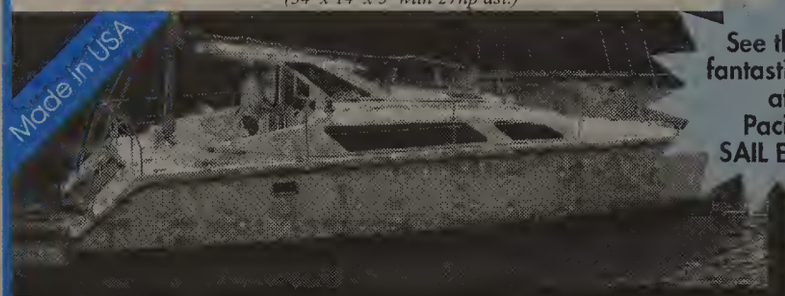
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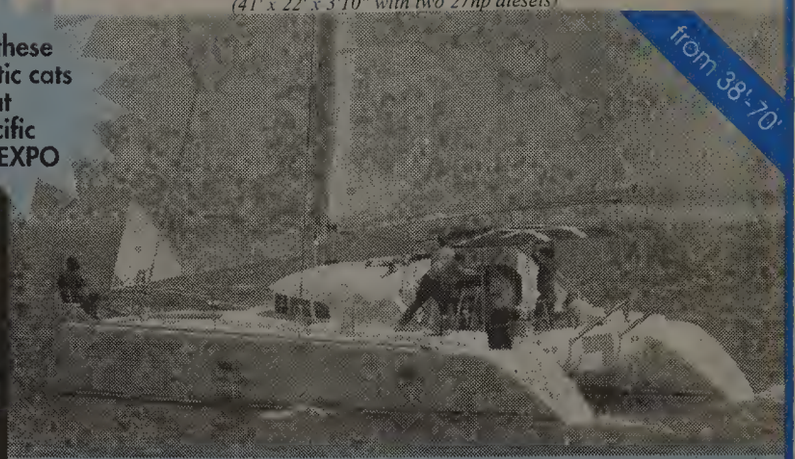
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*(monohull prices/specs gathered from advertising so assumed correct)

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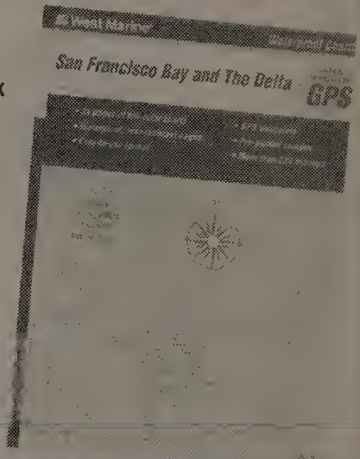
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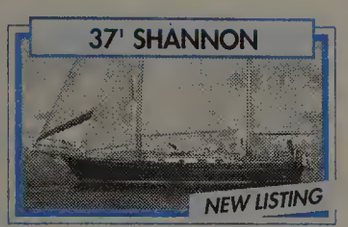
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48' PRIVILEGE 14.7	3 from $235,000	38' LAGOON 380, 2002	$305,853
47' ADMIRAL, 1996	$259,500	35' WILDCAT 350, 2000	$189,000
		34' GEMINI 105M, 1997	$94,000



Roomy, comfortable and great for cruising. $195,000.



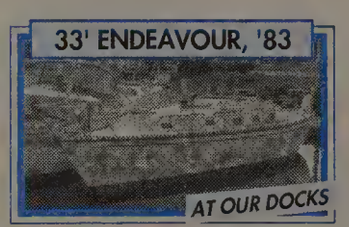
Timeless quality and well equipped to cruise. $169,000.



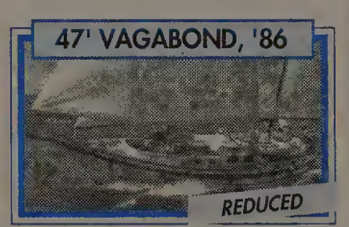
Three stateroams makes her a perfect family cruiser. $229,000.



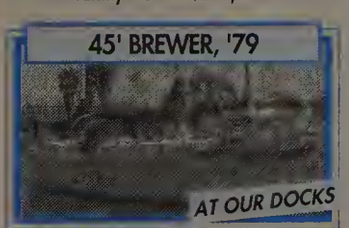
The Malakai interior is the top choice of buyers. $179,000.



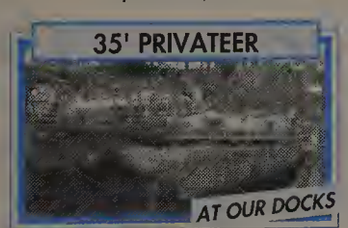
Roomy family boat for Bay and Coastal sailing. $37,500.



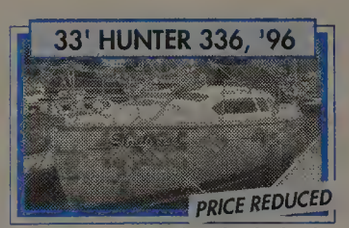
A great value for a world cruising yacht. $199,000.



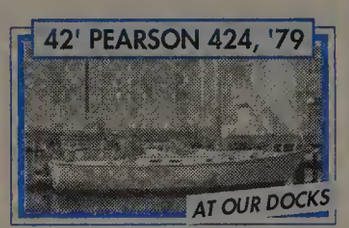
This roomy center cockpit is a must-see for the cruiser. $125,000.



A rare boat but very well founded, great short-handed cruiser. $89,500.



This is a real clean find, perfect for family Bay sailing. $68,500.



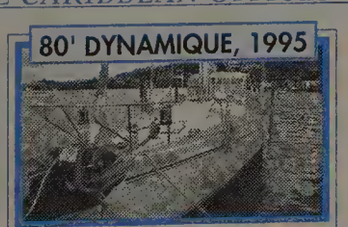
Out the Gate and turn left, this is a perfect choice. $94,900.

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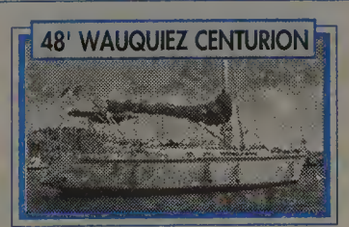
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CATALINA 30

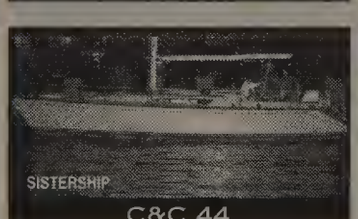


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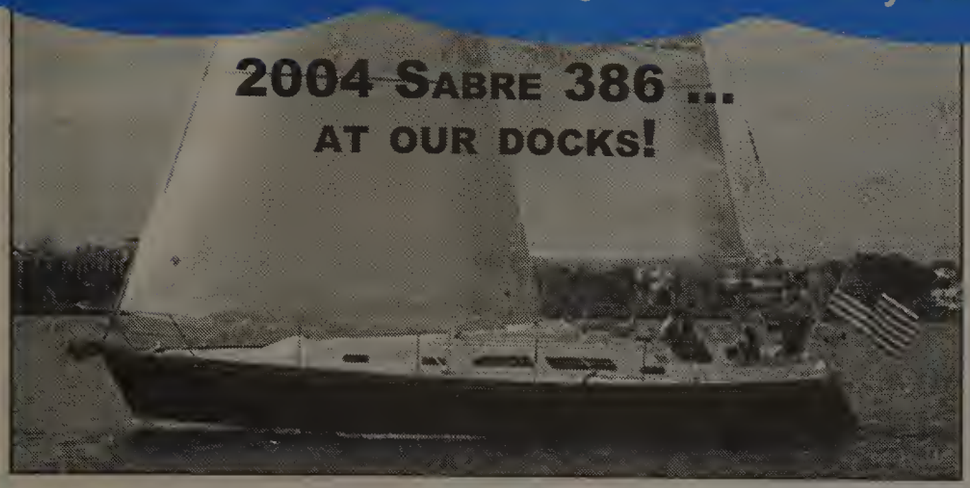
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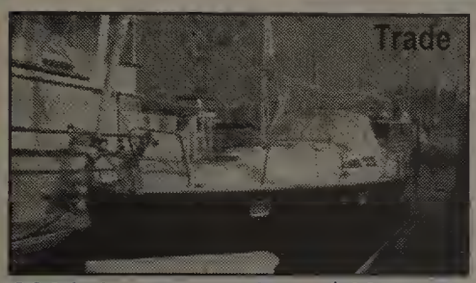
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62' BREWER CUSTOM PH KETCH, '98/'01. 240-T Cat diesel, 9 sails, hydraulic winches, 2 staterooms, bow thruster. $769,000.



CATALINA 380, '99. Westerbeke diesel, 60 hrs, full batten main, inverter. Trade-in, lowest price on the market. $129,000.



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44' MASON CUTTER, '88. Yanmar dsl, Max prop, B&G inst., watermaker, Technautic refrig., inverter, full batten main, Harken furling. $225,000.



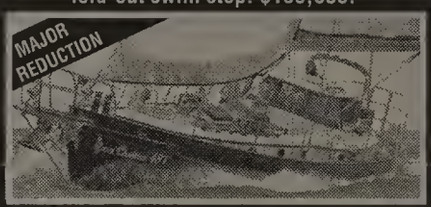
42' BENETEAU FIRST 42s7, 1994 Farr hull, Euro interior, original owner, 8 sails, fold-out swim step. $169,000.



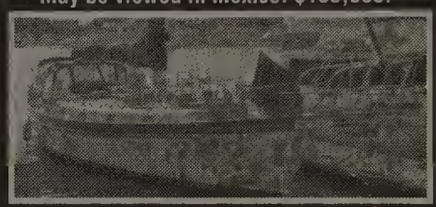
48' CHOATE-PETERSON Fractional Sloop, 1986 Fast cruiser finished by an experienced owner. May be viewed in Mexico. $159,000.



43' HANS CHRISTIAN, '80. Recent refit, new standing rigging, wiring, shower tile, countertops, canvas, main,+++. Reduced to $155,000.



48' HANS CHRISTIAN 48T Cutter, '87. New gen., watermaker, AC, washer/dryer, North full batten main furling headsails. BRISTOL! $345,000.



43' HANS CHRISTIAN CUTTER, 1986. Telstar keel, NEW sails, running rigging, canvas, in-mast wiring and Monitor vane. $189,000.

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38' HANS CHRISTIAN CUTTER, 1989. Performance Telstar keel, 66 hp Yanmar, Hood furling spar. Beautiful! $152,500.



38' HANS CHRISTIAN Mkll, '82. Upgraded, newer sails, furling, windvane, Max prop, wind gen., inverter, watermaker, solar panels. $147,500.



33' HANS CHRISTIAN CUTTERS, '84, '85. Marvelous inventories and maintenance, pullman berth, highest quality. Call. $94,500.



41' C&C SLOOP, 1984. Race/cruise. Huge sail inventory, dodger, autopilot, white LP, dinghy, OB. $89,000.



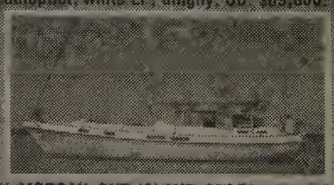
42' CHEOY LEE CLIPPER, 1983 Rare find, simply beautiful condition. Two staterooms. Low hours SMOH. $89,900.



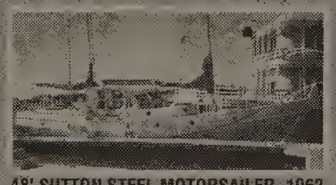
37' ISLAND PACKET CUTTER, 1995 Full electronics. Will consider trade down for power or sail. $164,000.



41' CT KETCH, 1979. New epoxy bottom, cosmetically excellent and mechanically sound. Newer electronics. $69,000.



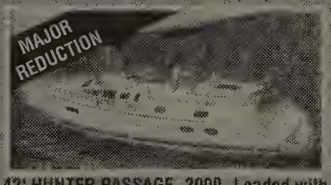
41' MORGAN OUT ISLAND SLOOP, 1974. '99 Yanmar 50hp dsl, generator, wind gen., solar panel, 3 inverters, new hardwood floors. $85,000.



48' SUTTON STEEL MOTORSAILER, 1962 Current ultrasound available. New engine. $90,000.



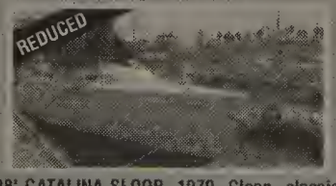
45' HUNTER PASSAGE SLOOP, '97/98. Equipped for long range cruising. 76hp Yanmar. Large interior, great headroom, emenities. $235,000.



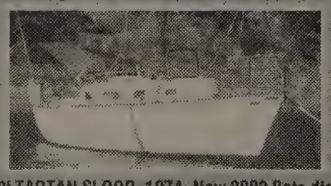
42' HUNTER PASSAGE, 2000. Loaded with cruise options, watermaker, 6 kw generator, full electronics, life raft and more. $185,000.



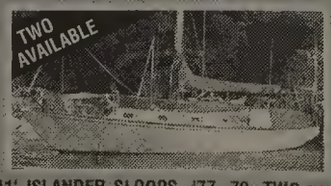
50' Frers, 1987. Race or cruise. Huge sail inventory. Sparcraft mast '89. New rudder, deep keel '89. LP 2000. $95,000.



38' CATALINA SLOOP, 1979. Clean, classic cruiser, Yanmar dsl, new fuel tank, furling w/ newer genoa, extra dsl incl. in sale. $36,900.



30' TARTAN SLOOP, 1974. New 2003 Beta diesel, AP, battery cherger, electric windlass, shrouds, spreaders. Race equipped. $24,900.



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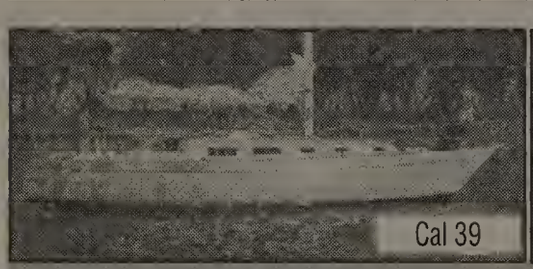
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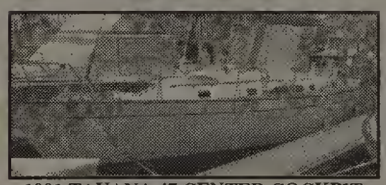
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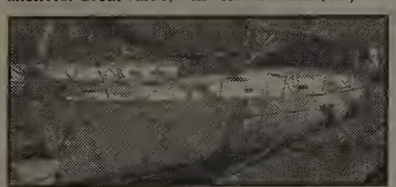
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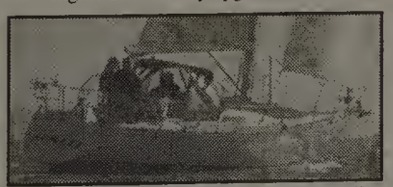
1988 UNION 36 CTR. Last one made. Bristol cond/many upgrades. One owner boat. Well equipped, beautiful bluewater cruiser. **$98,000.**



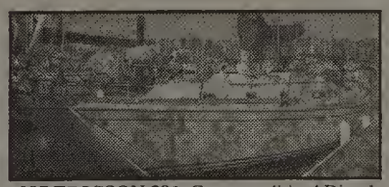
1985 CATALINA 30. Dsl engine, rare electric tabernacle mast. Well equipped w/all new upholstery, flexible furler for jib, more. **$33,000.**



2000 BENETEAU 411. Perfect condition! Low hours, full electronics, dodger/bimini, two-cabin layout, many extras. **$179,500.**



1987 C&C 37+/40. Very clean, centerline queen, full shower. Race or cruise with the family. **$124,500.**



1987 ERICSON 381. Great condition! Diesel, good inventory of electronics/sails. A must see! Great value at **$86,000.**



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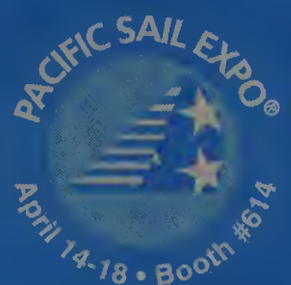
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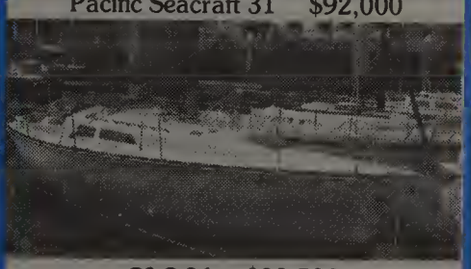
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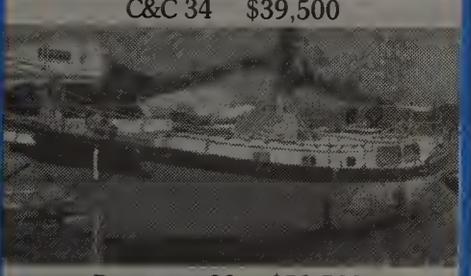
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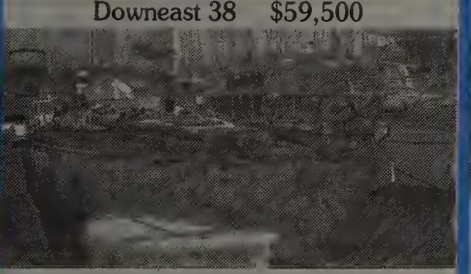
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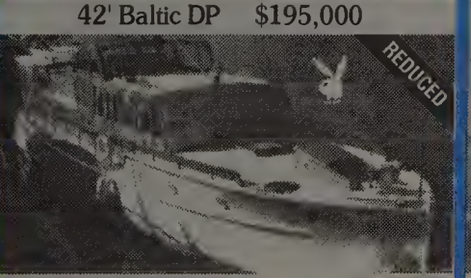
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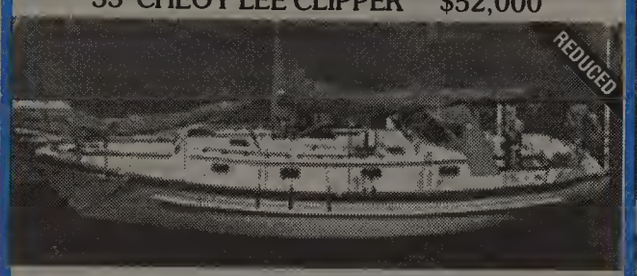
42' Baltic DP $195,000



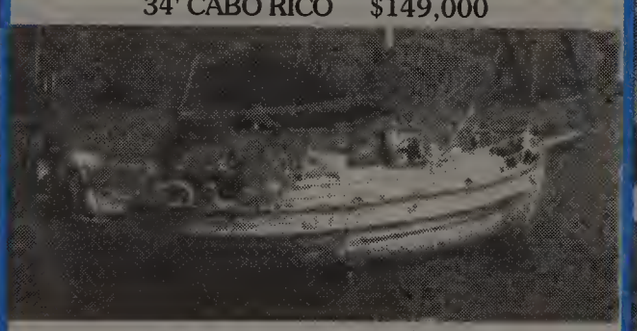
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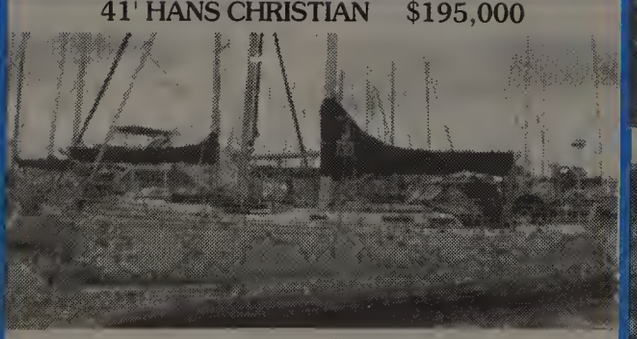
33' CHEOY LEE CLIPPER $52,000



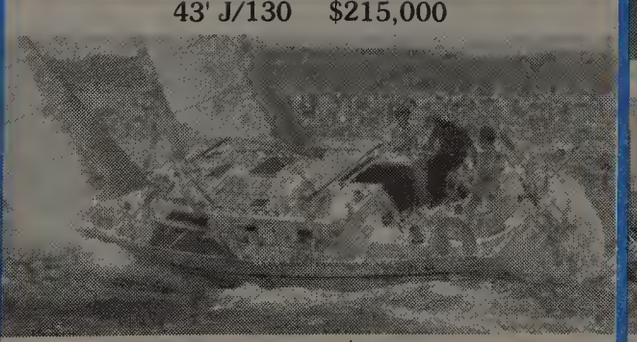
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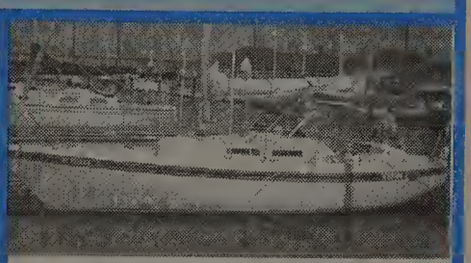
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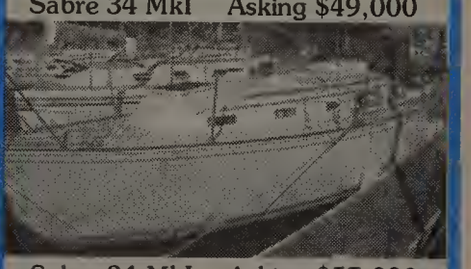
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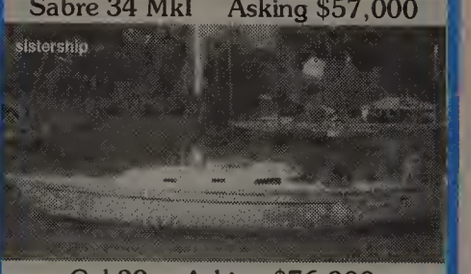
31' Targa 9.6 $48,500



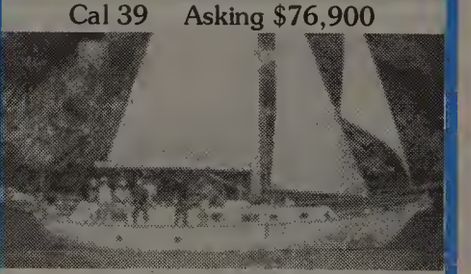
Sabre 34 MkI Asking $49,000



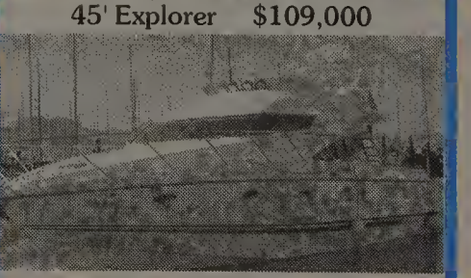
Sabre 34 MkI Asking $57,000



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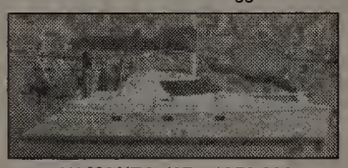
46' BAHIA, '01...$439,000
Owner's version, fully cruise-equipped with generator, SSB, watermaker, etc.



42' PRIVILEGE, '97...$249,900
Start your cruising itinerary in British Columbia on this Canadian-flagged vessel!



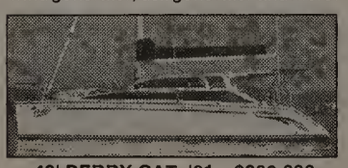
45' CUSTOM CAT, '78...$120,000
Great liveaboard or roomy cruiser. Tons of room for the price.



40' MANTA, '97...$259,900
Fully fitted w/watermaker, solar panels, wind generator, dsl. generator and more.



43' HUGHES, '95...$249,000
Performance cruising catamaran with new paint and new sails.



43' PERRY CAT, '01...$389,000
Tango's just two years old and has everything you need to cruise.

CATANA 431 ON DISPLAY AT PACIFIC SAIL EXPO • APRIL 14-18

CATANA



CATANA 431

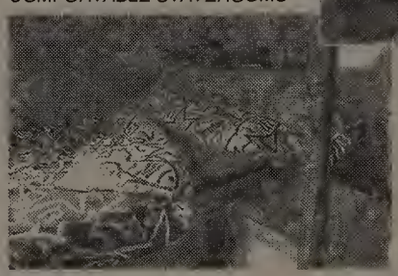


BRIGHT SALON



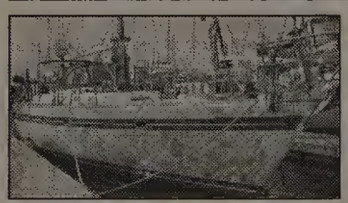
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55' TAYANA, '86...$335,000
She is seriously for sale by her out-of-state owner and all reasonable offers will be considered. Rigged for easy handling by short-handed crew.



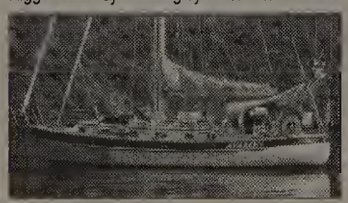
46' LIBERTY 458, '83...$179,900
Impressive amount of space for living, lounging, dining & sleeping. Unbelievable storage, *Charissa* makes a great liveaboard/offshore cruiser.



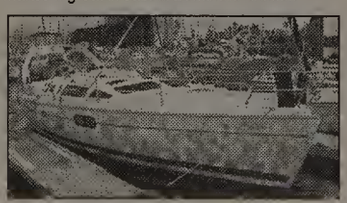
45' COLUMBIA, '74...$59,900
Bill Tripp's performance hull/keel design makes for a fast boat and her roomy interior provides the perfect liveaboard. Excellent value!



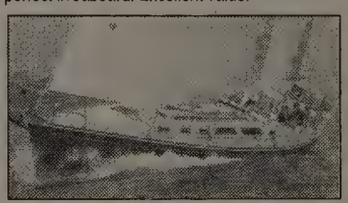
36' CUSTOM FRASER, '85...$75,000
Just add fuel, food and water and go in this very well constructed custom bluewater boat. Built in Canada by DeKleer.



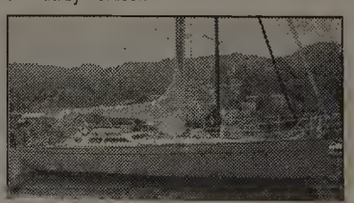
42' VALIANT 42CE, '95...$310,000
Built to world-class standards and featuring the classic seakindly Robert Perry tumblehome double-ended design. *Avalon* is the best of the best!



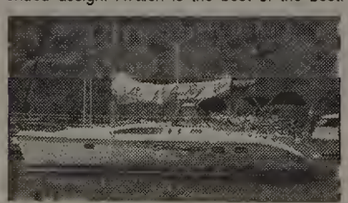
41' HUNTER 410, '98...$158,500
This deep-keel version of the popular and spacious Hunter 410 is in near-new condition and she has been outfitted with top-notch equipment.



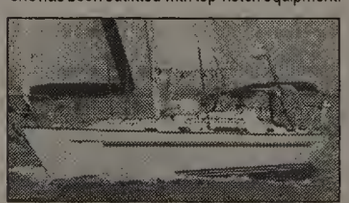
40' SABRE 402, '99...$314,900
Serenade is the cleanest and best equipped Sabre 402 available, and is priced over $70,000 under the cost to replace her!



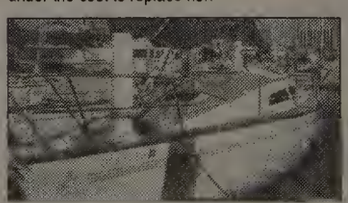
39' FAIR WEATHER MARINER, '86...$129,900
The tracking and stability you'd expect to find on a full keel boat, yet with the balance, pointing ability, speed and control of a fin keel boat.



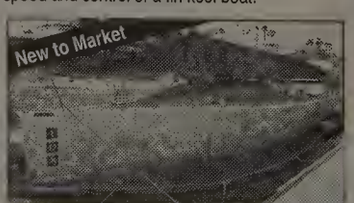
37' HUNTER 376, '98...$129,500
Silhouette has been pampered since new and represents the perfect opportunity to own a like-new, very well-equipped 376 at a used boat price.



37' PASSPORT, '88...$129,900
Crest will provide the cruising couple comfort and sailing pleasure assured with large galley, reverse-cycle air/heat and roller furling head sail.



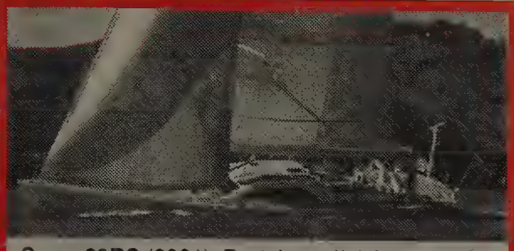
36' SPARHAWK CAT KETCH, '88...$42,000
With her freestanding flexible carbon fiber spars and positive flotation, this easy-to-sail singlehander provides a smooth and dry ride.



35' ID35, '99...$97,500
Performance boat suited for the modern racer, fun to sail and easy to manage. Epoxy-faired racing bottom, boat bath, trailer and complete covers.

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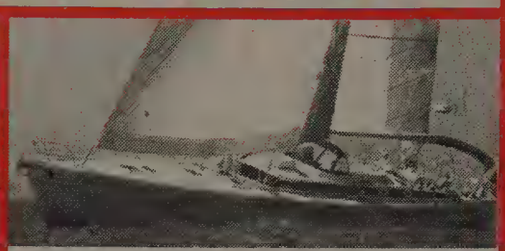
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Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat.***



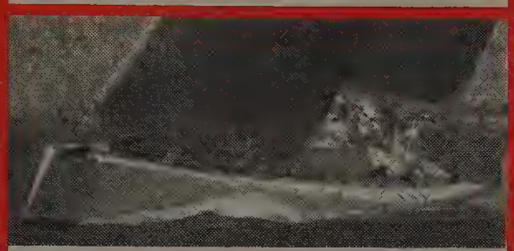
Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches.***



Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **$1,100,000**



Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. **$490,000/Offer!**



TransPac 52 (2001). *Flash,* ex-*J Bird III,* is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. **Asking $750,000**



Swan 441 (1980) A Ron Holland designed Swan in beautiful condition. New teak decks, like new interior, special custom cabinetry. **$175,000**



Swan 65 (1976). Recently completed world cruise and ready to go again! Great teak decks, many upgrades on this classic Swan ketch. **$490,000**



Baltic 43 (1987). This beautiful yacht is full cruise ready with watermaker, liferaft, autopilot. A great interior layout, leather upholstery. **Asking $275,000**



Santa Cruz 50 One of the most famous (and fastest) SC 50s is for sale! Incredible sail inventory, great equipment, excellent race record. **Only $225,000**

YACHT SALES



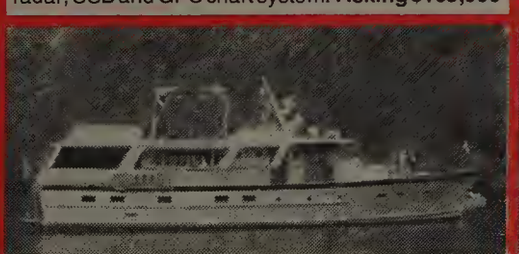
Baltic 42 (1981) This Doug Peterson racer/cruiser has all new rod rigging. Nav instruments include radar, SSB and GPS chart system. **Asking $165,000**



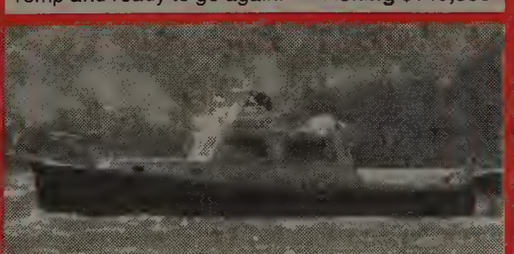
Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. **Asking $149,500**



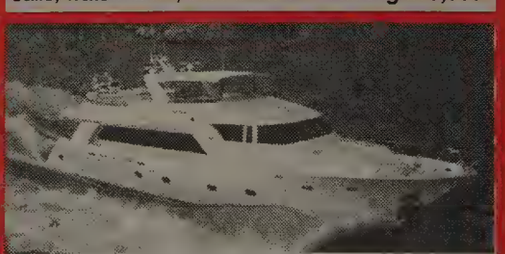
Swan 651 (1987). This gorgeous dark blue Swan has a full complement of hydraulic winches, tons of sails, watermaker, teak decks. **Asking 875,000**



Burger 72' Pilothouse Motor Yacht (1964) This lovely aluminum vessel has recently ha both diesels rebuilt. USCG-certified 62 passengers. **$695,000**



Duffy 35 (1988) This classic Downeast lobster-style boat is in excellent condition and is powered by a single 375 hp cat capable of 21 knots. **$235,000**



Crescent 96 (1998) An excellent example of one of the Pacific NW finest builders. Now just finishing a major refit, this yacht looks as good as new. ***

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Two Trojans to choose from: 44' Motoryacht, 43' 13-Meter Sedan Sportfisher (photo)

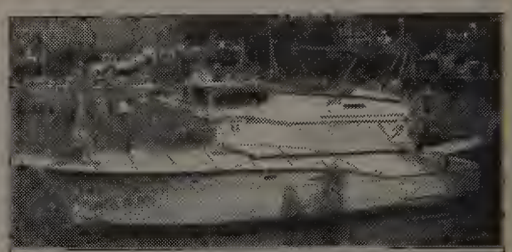


40' Ta Shing Baba/Panda Cutter, 1983
$195,000

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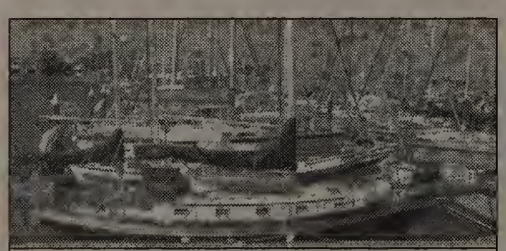
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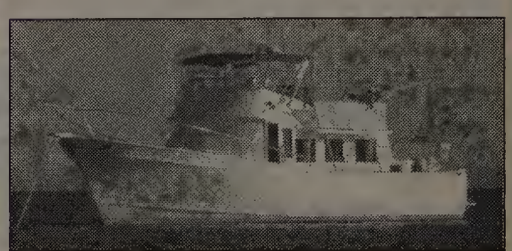
46' Hatteras Convertible Sportfisher, 1977
$250,000



42' Catalina Sloop, 1993
$149,000



40' Bayfield Ketch, 1983
$99,950



49' Alden Tri-Cabin Trawler, 1981
$229,500

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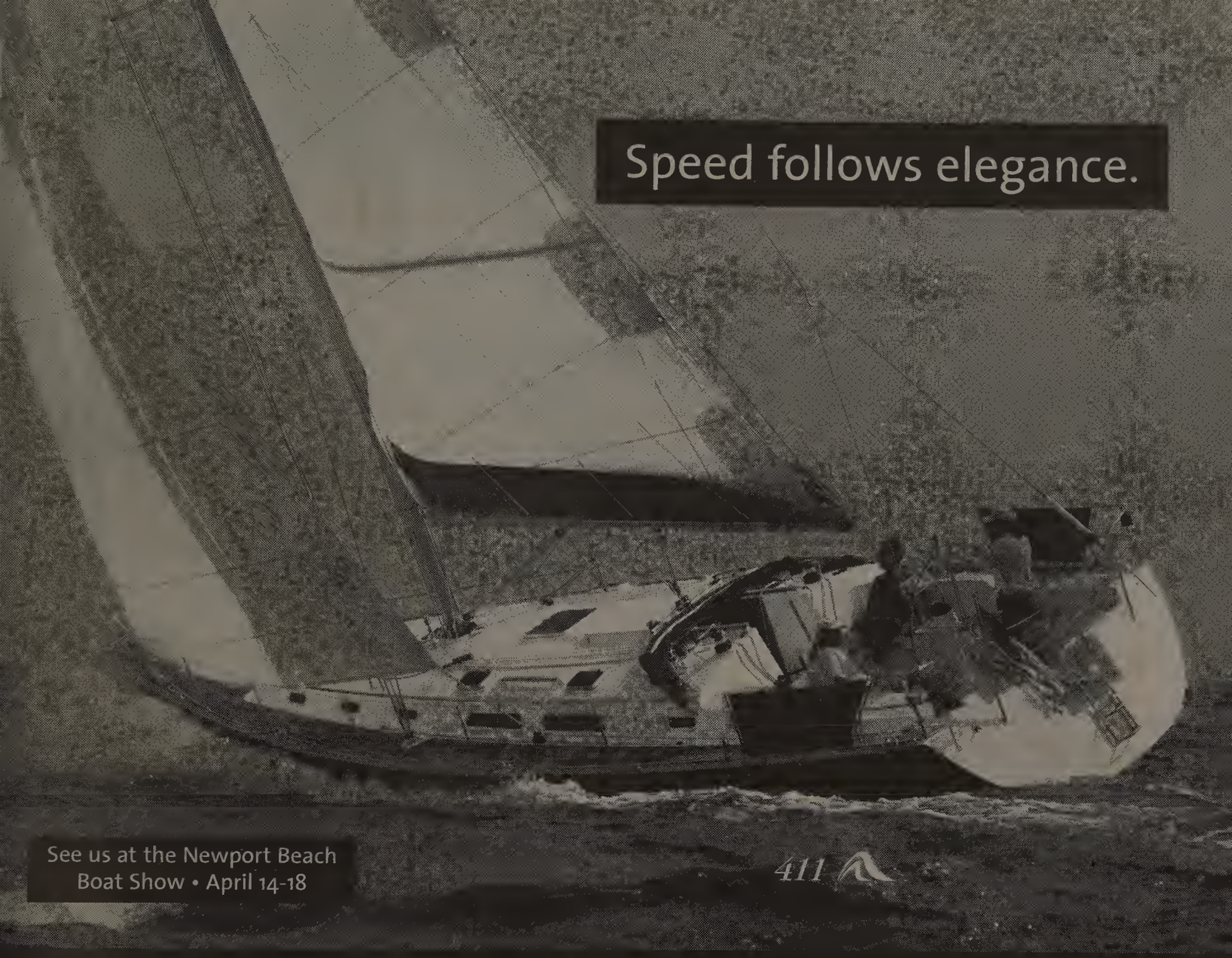
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40' Passport, 1983. Low use, no abuse! Go cruising now. **$139,900.**



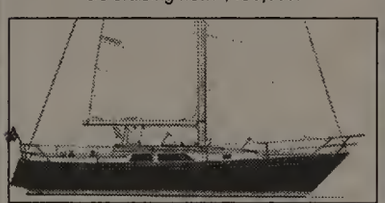
Catalina 36, 2001. Well equipped, as new cond., opportunity for immediate delivery. **$125,000.**



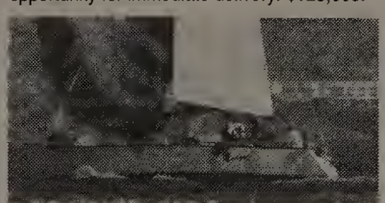
Tartan 37, 1982. S&S design, many recent upgrades, great condition. Asking **$75,000.**



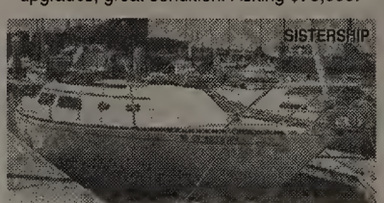
Celestial 44 Ketch, 1984. Center cockpit, clean. Asking **$89,000.**



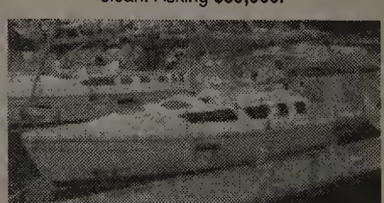
37' C&C, 1985. Rare twin stateroom layout. C&C quality. **$74,500.**



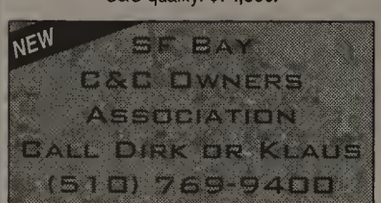
30' Custom Schumacher, 1990. Successful, competitive, affordable, great boat. **$38,000.**

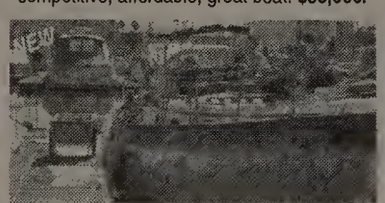


Islander Bahama 30. Popular racer/cruiser. Only **$23,000.**

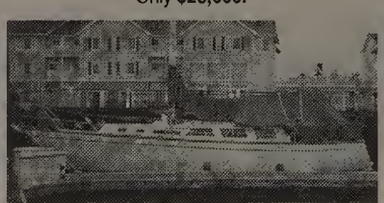


Hunter 320. Late model. Clean. Great value. **$79,500.**

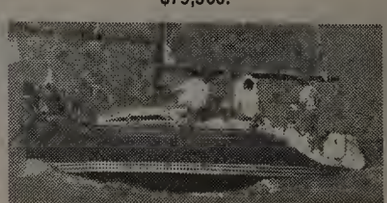




Hans Christian 38 Traditional, 1979. New engine, lots of sails, recent upgrades. **$119,000.**



40' Challenger. Spacious plastic classic. **$62,900.**



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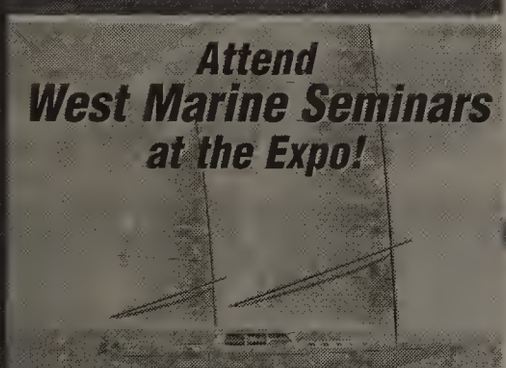
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THURSDAY, APRIL 15

Pam Wall–*Outfitting For Blue Water Cruising*
10:30AM at Seminar Tent A

Pam Wall–*A Family Sails Around the World*
2:15PM at Seminar Tent B

FRIDAY, APRIL 16

Chuck Hawley–*Safety Equipment at Sea*
10:30AM at Seminar Tent B

Pam Wall–*Outfitting for Blue Water Cruising*
10:30AM at Seminar Tent C

SUNDAY, APRIL 18

Pam Wall–*Storm Preparations While Cruising*
11:45AM at Seminar Tent A

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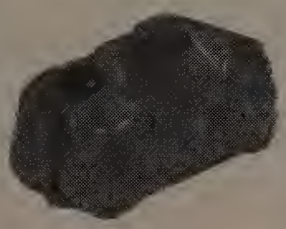
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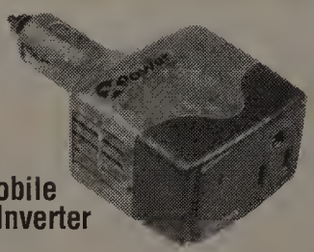
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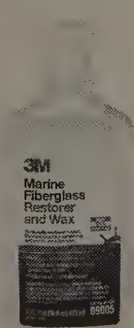
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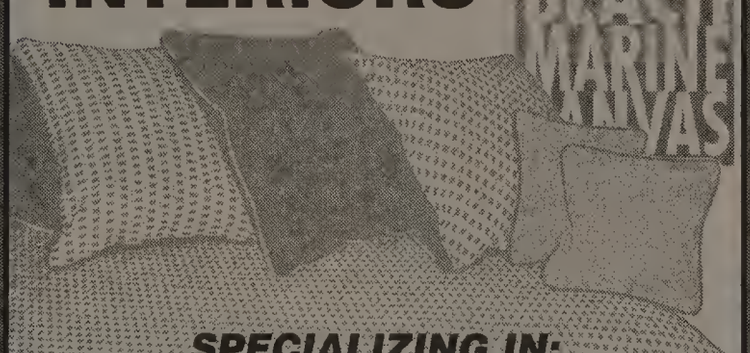
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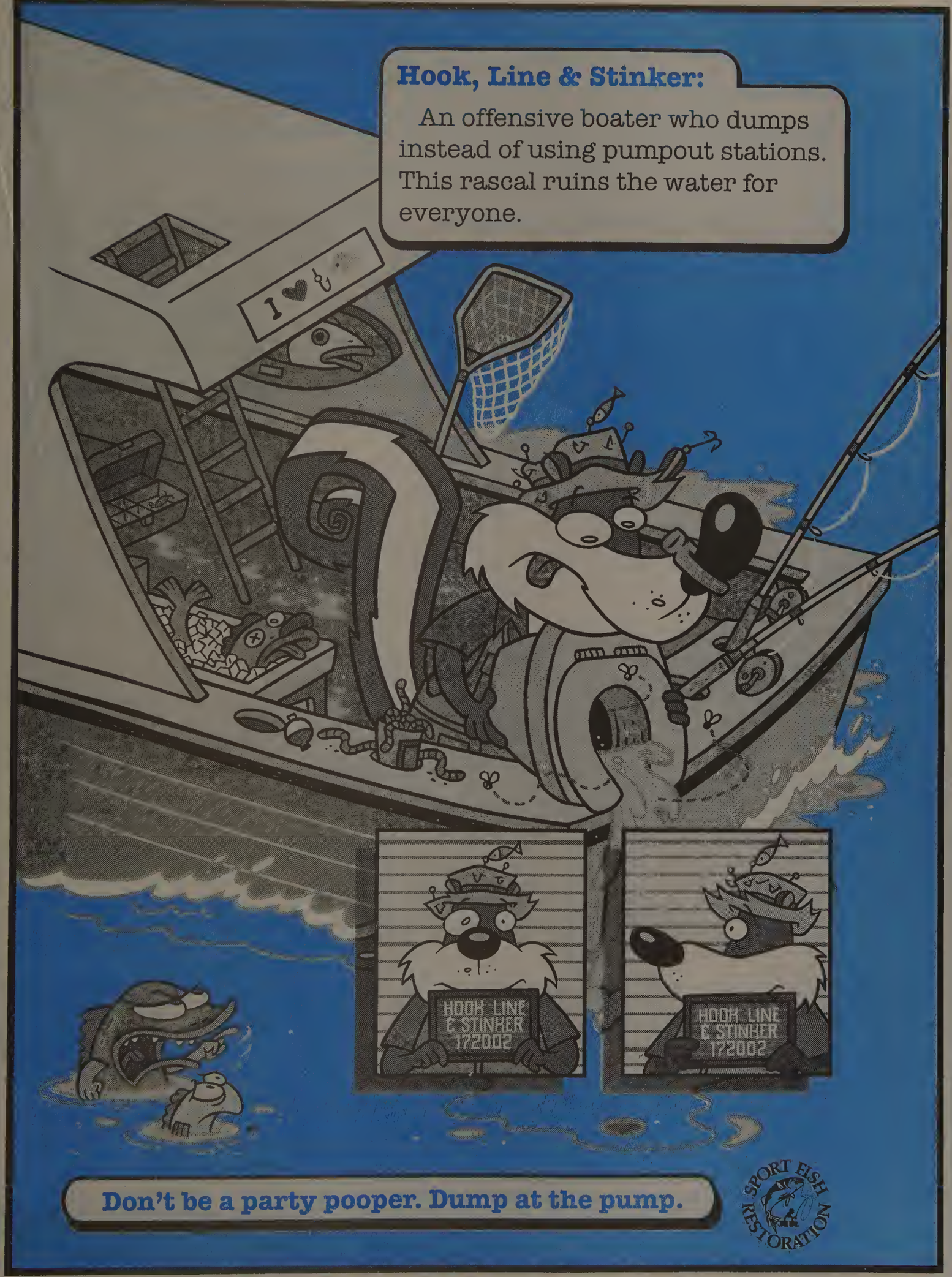
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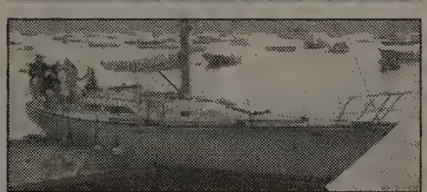
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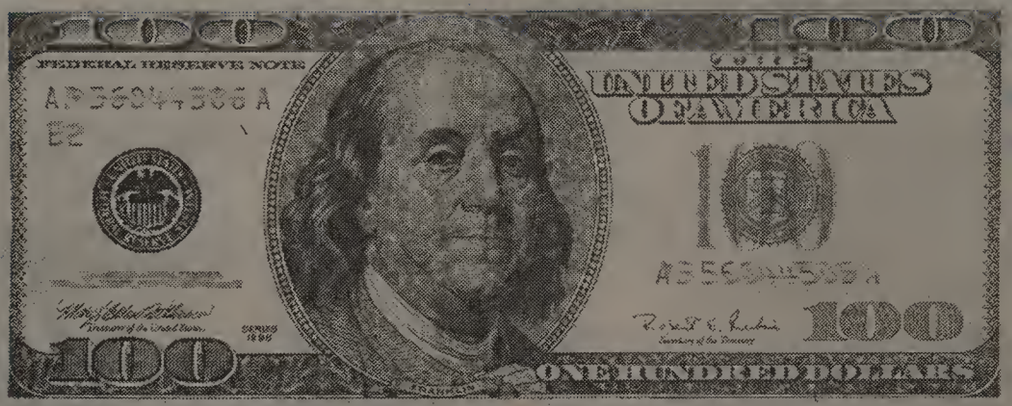
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The Natural Choice

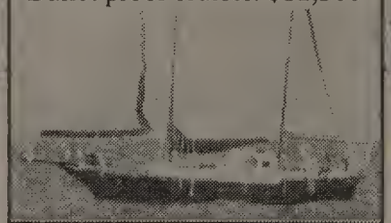
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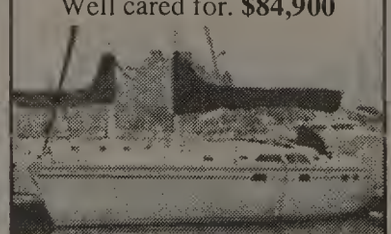
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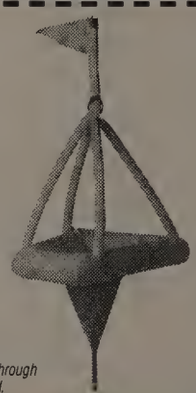
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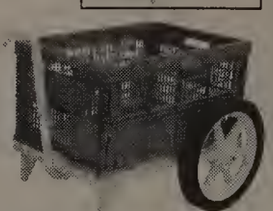
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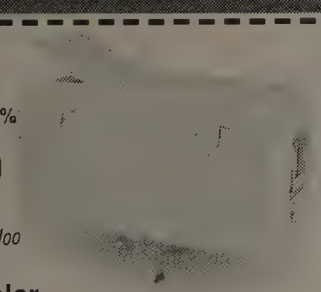
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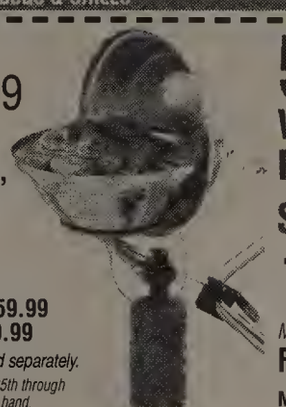
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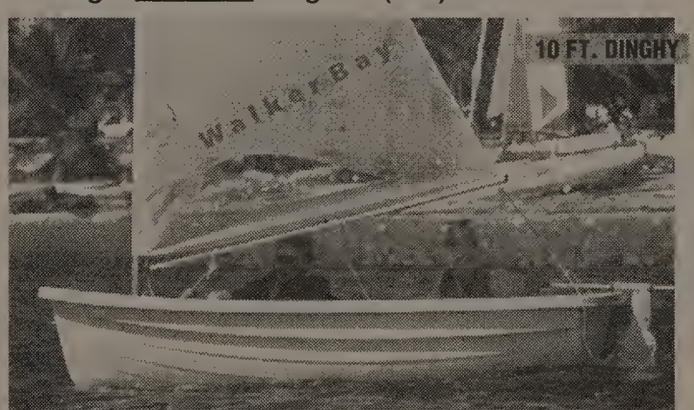
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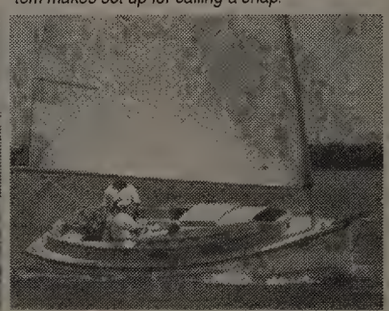
If you don't believe it, come and see it.

Horizon Cat

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Beam 8'4" • Draft (board down) 60"
Displ: 2500 lbs. • Sail area 205 sq. ft.

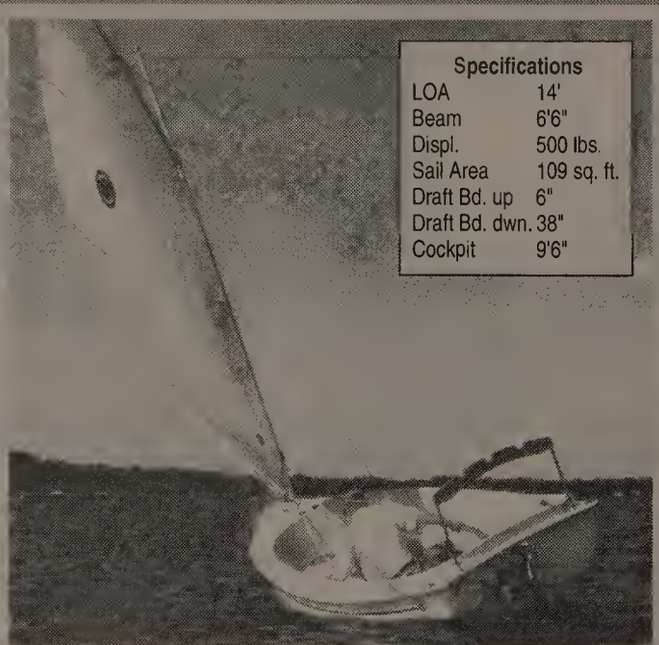
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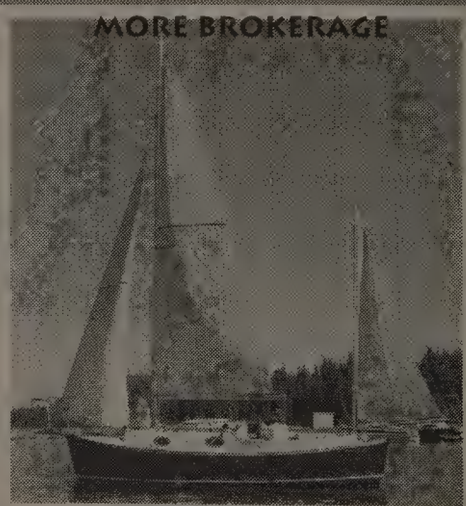
Specifications	
LOA	14'
Beam	6'6"
Displ.	500 lbs.
Sail Area	109 sq. ft.
Draft Bd. up	6"
Draft Bd. dwn.	38"
Cockpit	9'6"

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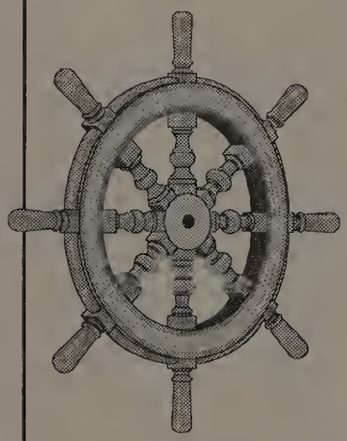
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Apr. 1 — Celebrate April Fool's Day! For a good laugh, see "The Top 100 April Fool's Hoaxes of All Time" at *http://www.museumofhoaxes.com/aprilfool.*

Apr. 1 — Racing Rules Seminar at Berkeley YC, featuring local rules guru Tom Roberts. $15 in advance, $20 at the door, 7 p.m. Info, *www.berkeleyyc.org*, or (510) 708-5460.

Apr. 2 — Free Racing Symposium at South Beach YC, featuring GPSA director Rodney Hagebols. 7-10 p.m., free. Info, 495-2295.

Apr. 2 — Bullship Reunion Dinner at Richmond YC. No-host cocktails begin at 5:30 p.m., followed by dinner and the Auction of the Bulls at 8 p.m. Pat Nelson, 506-0255.

Apr. 3 — 66th South Bay Opening Day: "Bridge to the Future." This all-day celebration at the Port of Redwood City kicks off with the Blessing of the Fleet/Boat Parade at 11 a.m. Info, John Mattis, (408) 739-7812, or *www.sequoia-yc.org/SBOD.html.*

Apr. 3-4 — Introduction to Offshore Emergency Medicine," a seminar in San Francisco offered by *Ocean Navigator*. Also this month in S.F.: "Understanding Meteorology and Marine Weather" (4/17-18); "Introduction to Celestial Navigation" (4/24-25); and "Offshore Medical Kits" (4/26). Info, *www.ocean-navigator.com* or (207) 236-7014.

Apr. 4 — Daylight Saving Time starts — spring forward!

Apr. 4 — Bay Area Safety at Sea Seminar, 8 a.m. to 5 p.m. at Fort Mason Center. One third of every Pac Cup crew must attend this event, which is also open to the public. Info, *www.pacificcup.org*, or Sally Lindsay Honey, (650) 858-1544.

Apr. 4 — North U. Seminar on Racing Tactics at Santa Cruz YC. Details, *www.northu.com* or (800) 347-2457.

Apr. 5 — Full moon on a Monday night.

Apr. 5 — "Basic Coastal Navigation" course starts, continuing on Mondays and Thursdays through 4/26. Meets on Yerba Buena Island, 7:15 to 9:45 p.m. ; $45 fee, preregistration required. USCGA Flotilla 17, 399-3411.

Apr. 7 — *Latitude 38* Crew Party at the Golden Gate YC, 6-9 p.m., $5 at the door if you're not on the March or April crew lists. Info, *www.latitude38.com.*

Apr. 7 — "Cruising After 38 Years — Is it Still Fun?", a booksigning and Q&A session with Lin and Larry Pardey at West Marine Books & Charts in Sausalito, 6-8 p.m., free. Tamara, 332-1320.

Apr. 8 — Single Sailors Association monthly get-together, 6:30-9 p.m. at Ballena Bay YC in Alameda. Free. Info, *www.sail-ssa.org.*

Apr. 10 — Nautical Flea Market at Encinal YC, 6 a.m. to 1 p.m. Info, (510) 522-3272.

Apr. 10-11 — Open Boat Weekend in Alameda, weather permitting. Check out new and used boats at Marina Village. (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Apr. 11 — Easter Sunday. Go sailing!

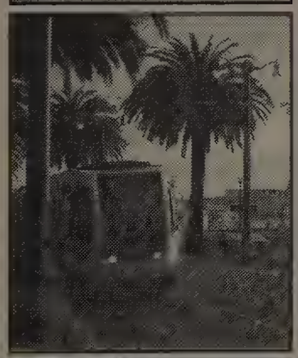
Apr. 13 — Corinthian YC Speaker Series presents NOAA weather guru Lee Chesneau at 7 p.m.; $10 at the door. Optional dinner at 6 p.m. Info, *www.cyc.org* or 435-4771.

Apr. 13 — "Priorities for Confident Cruising," a day-long seminar by cruising gurus Lin and Larry Pardey at Encinal YC. For details, call Kathy at (310) 822-7171 or visit *www.american-sailing.com.*

Apr. 14 — Rules Seminar at San Francisco YC, 7-9 p.m. Local rules guru Tom Roberts will lead the discussion, which is open to all sailors. $10 admission fee. Info, 789-5647.

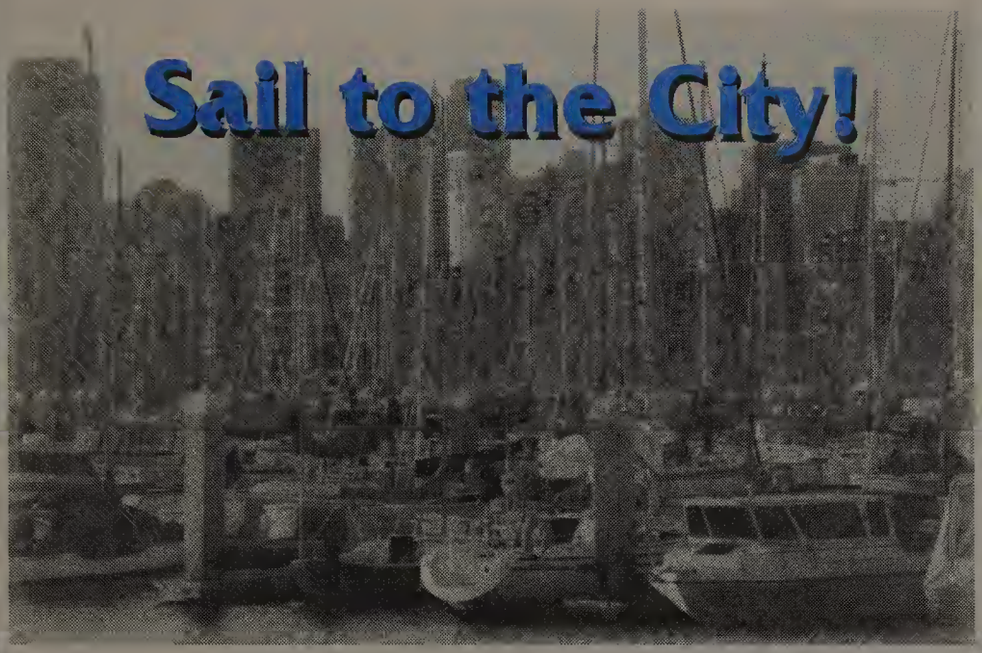
Apr. 14 — SSS TransPac Seminar #5: "Medical, Food, Nutrition, Liferafts, and EPIRBs." Oakland YC, 7:30 p.m., free and open to the public. Info, *www.sfbaysss.org.*



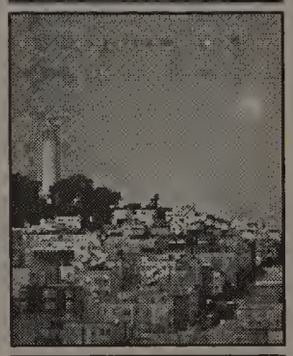





Sail to the City!





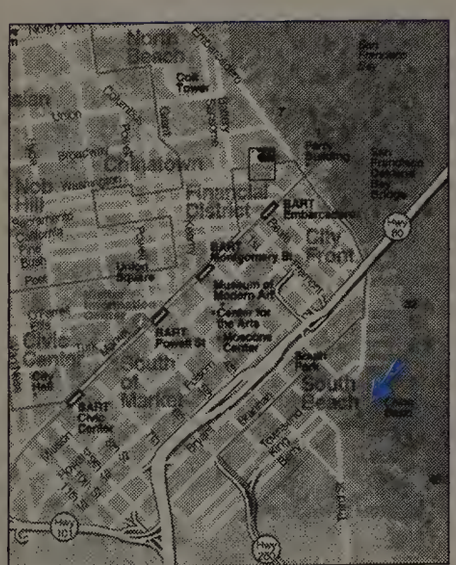





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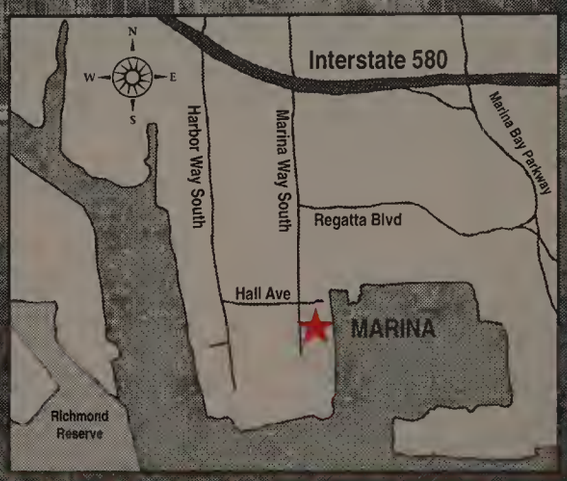
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The Corinthian Women's Sailing Seminar series is known as one of the premier instructional experiences in the Bay Area. Two seminars are offered this spring. Women of all ages and levels are welcome. The seminars involve classroom instruction followed by on-the-boat instruction in small groups. Each afternoon, participants enjoy gourmet picnic lunches while sailing San Francisco Bay. Session II concludes with a Women's Sailing Race and celebration.

Session 1: Basic Sailing
May 1-2, 2004

Terminology • Boat Features & Rigging • Crew Positions • Wind Direction & Points of Sail • Maneuvers • Sail Trim • Knots Docking • Safety

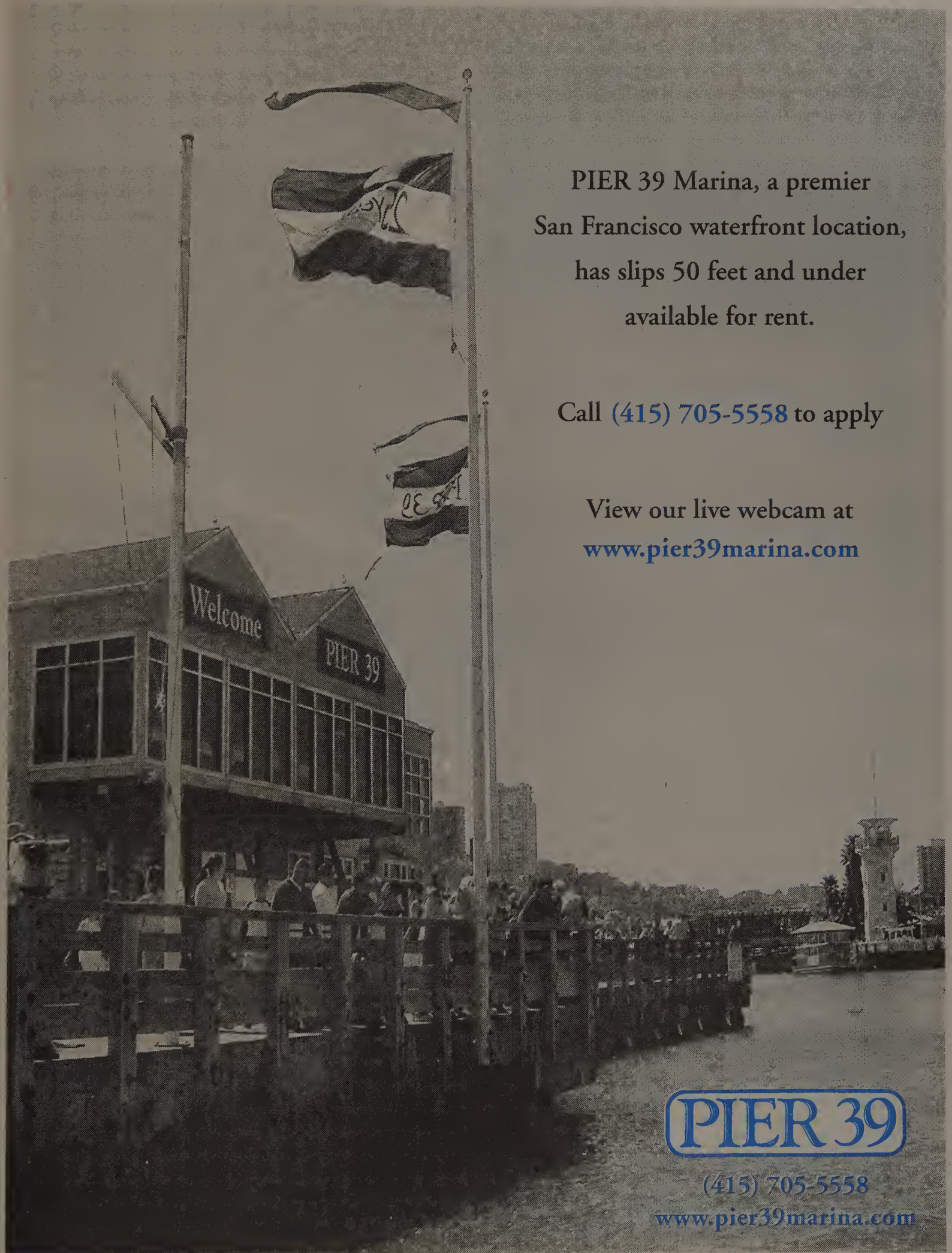
Session II: Beyond Basics
May 15-16, 2004

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For information call:
Susan Travis, Organizer
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Consisting of three major Island groups, Vava'u in the North , Ha'apai in the middle and Tongatapu in the south, Tonga offers a tropical paradise unlike any in the world. Vava'u, the group of island we'll be exploring, are formed from volcanic mountains rising from the sea. With an abundance of white sand beaches, protected by colorful coral reefs, the swimming, snorkeling and reef view opportunities are outstanding. We'll be sailing a Wright 41' Catamaran and offering both Bareboat and Cruising Catamaran certifications taught by Head Instructor - John Connolly. Cost per person is $2760 or $4970/cabin.
Leg 1: Sept. 23rd - Oct. 5th, Vava'u
Leg 2: October 7-19, Vava'u

TAHITI 2004

Returning to French Polynesia is like seeing an old friend. This is one of our favorite destinations. And it will be yours too after this trip. **Leg 1- Oct. 22 to Nov. 2.** This is a 10 day inner island trip that will include Bora Bora, Raiatea and Huahine. These islands are beautiful and friendly. Lots of places to explore. This trip offers BBC & ACC Cert.
$2400 person or $4320 cabin. **Leg 2- Nov. 4 to 16.** This one of our greatest trips. It encompasses **OPM** in a journey from Raiatea to the Tuomotus some 200 miles away and back! Our Head Instructor - John Connolly will lead both trips. $2750 person or $4950 cabin.

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CALENDAR

Apr. 14-18 — Sail Expo at Jack London Square, Oakland. Don't miss it! Info, *www.sailamerica.com.*

Apr. 16-17 — St. Francis YC Youth Sailing Open House, open to all interested kids. Meet at StFYC on Friday at 6 p.m. to learn about summer sailing programs, high school sailing, and more. Then, on Saturday, come testsail dinghies between 10 a.m. and 4 p.m. Jaime Haines, 563-6363.

Apr. 17-18 — 11th Annual Women's Dinghy Clinic at Richmond YC. By women, for women. Limited to 30 participants. Gail Yando, (510) 232-6310, or *www.richmondyc.org.*

Apr. 20 — S.F. Bay Oceanic Crew Group monthly meeting, featuring John Connolly of the Modern Sailing Academy speaking on "Man Overboard Recovery." Fort Mason Center, Room C-10, 7 p.m., free. Info, 456-0221.

Apr. 22, 1994 — Ten Years After, from Shimon Van Collie's article *Isabelle Autissier — Leading Lady*:

Frenchwoman Isabelle Autissier received a spectacular welcome to San Francisco on the evening of April 22nd. Powered up under the large, white asymmetrical spinnaker of her 60-foot monohull *Ecureuil Poitou Charentes 2*, Isabelle and her three crewmen boiled through the Golden Gate at 11 knots as night fell on The City. A bank of storm clouds moved south from Marin, capping the fading light of a crystalline sunset. High overhead to the south, the three quarter moon illuminated the darkening sky as the lights onshore twinkled in bright greeting. A small flotilla of boats, both power and sail, strained to keep up with the white-hulled sloop, her topsides decorated in a striking blue floral pattern and her weather twin rudder shedding a fine mist of spray. Home was the sailor, home from the sea, and all who were French were smiling in glee.

Lit up by powerful strobes courtesy of the French television camera crew, *Ecureuil* passed the finish line between Alcatraz and Pier 39 at 8:32 pm. With an amazing elapsed time of 62 days, 5 hours, 55 minutes and 40 seconds, the boat obliterated the previous New York to San Francisco record held since 1989 by the trimaran *Great American* — by 14 days! Isabelle's craft, which she will enter in this September's BOC singlehanded race around the world, averaged 9.33 knots over the 13,945 miles sailed. This was almost two knots faster than *Great American*'s average.

Apr. 22-25 — Pacific Powerboat Expo at Jack London Square. Info, *www.ncma.com.*

Apr. 24 — "All Charged Up," a day-long seminar at Nelson's Marine about electrical systems. Info, *www.nelsonsmarine.com* or call (510) 814-1858.

Apr. 24 — 2nd Annual Sailors' Ball, presented by West Marine. A benefit for the Treasure Island SC at the Regency Center (1290 Sutter St., San Francisco) from 7:30 p.m. until 12:30 a.m. Info, *www.sailorsball.org* or 421-2225.

Apr. 24-25 — Islander 36 class cruise to Encinal YC. Dennis Bush, (408) 559-3450.

Apr. 25 — Opening Day on the Bay. This year's theme is "Follow Your Rainbow." PICYA, 823-6633 or *www.picya.com.*

Apr. 25 — Open House for prospective members at Oakland YC, 3-5 p.m. Wayne, (510) 522-6868.

May 1 — Swap Meet at Marina Bay Yacht Harbor (Richmond), 10 a.m. to 4 p.m. Info, (510) 236-1013.

May 1 — 4th Annual Marine Flea Market at Loch Lomond YC. Info, 454-7228.

May 1-2 — "Basic Sailing," a women's sailing seminar presented by the Corinthian Women. CYC, 435-4771.

May 1-2 — San Francisco Bay Fest at Liberty Ship Marina in Sausalito, featuring 50 used boats, both power and sail. Mini-seminars, product demonstrations, art displays,



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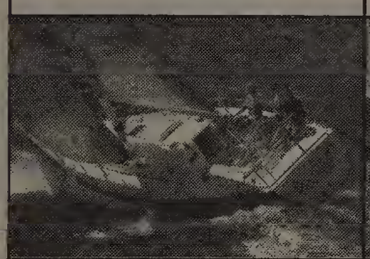
Catalina 320



J/133



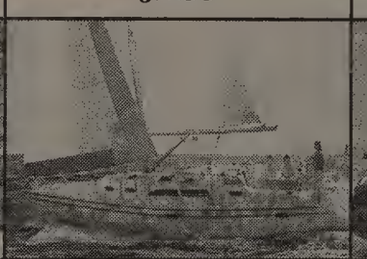
Catalina 470



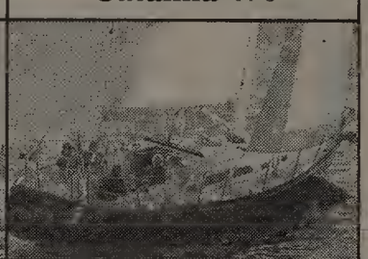
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CALENDAR

music, food and more. McGrath Pacific, 331-5020.

May 3 — "Advanced Coastal Navigation" course starts, continuing on Mondays and Thursdays through 5/24. Meets on Yerba Buena Island, 7:15 -9:45 p.m.; $45 fee, must pre-register. USCGA Flotilla 17, 399-3411.

May 3 — "Lofting," a WoodenBoat School course with Greg Rossel offered at the Small Boat Shop, S.F. Maritime National Park. Info, *www.woodenboat.com* or (207) 359-4651.

May 13-16 — Morgan Sailboats Rendezvous at Isthmus Cove, Catalina Island. Info, *http://www.beaconfabric.com/morgan2001.htm.*

May 15-16 — "Beyond Fundamentals," a more advanced women's sailing seminar by the Corinthian Women. CYC, 435-4771.

May 15-16 — Northern California All Marine Swap Meet and Boat Sale. Tons of stuff! Across from the Oakland Coliseum at I-880/6th Ave., 8 a.m. to 5 p.m. Info, (510) 231-1978.

May 16 — Moss Landing Nautical Flea Market, 7 a.m. to 3 p.m. at the Elkhorn YC. Info, (831) 724-3875.

Racing

Mar. 29-Apr. 4 — BVI Spring Regatta and Sailing Festival. The expanded format now includes several days at the Bitter End YC, followed by the traditional three-day regatta out of the Nanny Cay Resort & Marina. Info, *www.bvispring-regatta.org.*

Apr. 3 — Doublehanded Lightship Race. Island YC, Joanne McFee, (510) 490-1524.

Apr. 3 — StFYC J/105 Ocean Race: T.I. to the Lightship, finish at StFYC. Info, 563-6363.

Apr. 3 — Alameda Interclub #1, held in the Central Bay. Island YC; Glen Krawiec, (510) 339-9451.

Apr. 3 — 4th Annual Spring Forward Regatta. South Beach YC, *www.southbeachyc.org,* or 495-2295.

Apr. 3-4 — Big Dinghy Regatta. Fleet racing on Saturday, pursuit race on Sunday. RYC; Gail Yando, (510) 232-6310.

Apr. 3-4 — Belvedere Cup for Farr 40s — *cancelled!*

Apr. 3-4 — Collegiate Cityfront Regatta. StFYC, 563-6363.

Apr. 3-4 — Camellia Cup, the unofficial start of the unofficial NorCal lake circuit. Folsom Lake YC, (916) 985-3704.

Apr. 10 — SSS Singlehanded Farallones. The 8:30 a.m. start coincides with a 4.5-knot ebb — could be a fast one! Max Crittenden, (650) 859-5673.

Apr. 10-11 — Spring Open, a dinghy regatta in Santa Cruz. SCYC, (831) 425-0690.

Apr. 17 — 'Fun' match racing at Bay View BC. See *Race Notes.* Kathy Wheatley, (650) 703-2038.

Apr. 17 — 51st Annual Bullship Race, the El Toro TransPac. Pat Nelson, 506-0255.

Apr. 17 — Spring One Design #1 for Melges 24s, Moore 24s, SC 27s and Santana 22s. SCYC, (831) 425-0690.

Apr. 17 — South Bay YRA Summer Series #1, hosted by Coyote Point YC. Info, *roberthu@yahoo.com.*

Apr. 17-18 — J/Fest, a joint production by Sail California, J/Boats and Encinal YC. Eugenie, (510) 523-8500.

Apr. 17-18 — Resin Regatta for Express 27s, Melges 24s, IODs, Cal 29s, Santana 22s, Knarrs, Folkboats, and Cal 20s. SFYC, 789-5647.

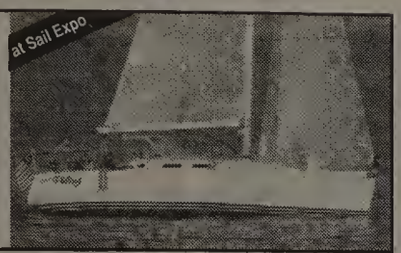
Apr. 17-18 — Ahmanson Cup, one of the big ones in SoCal. Newport Harbor YC, (949) 673-7730.

Apr. 17-18 — Elvström/Zellerbach Regatta for 49ers, 29ers, Lasers, Laser Radials, Finns, Europes and IMCOs. StFYC, 563-6363.

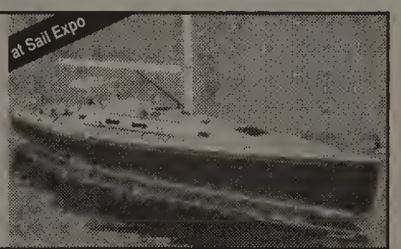
Apr. 18 — Spring SCORE/Doublehanded #1. Santa Cruz

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35' Hunter 35.5, '92, *Rum Tum Tugger*	New Listing	74,500
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35' J/105, '01, *Scaramouche**	139,900	
35' J/105, '01, Hull #459**	126,000	
35' J/35c, '90, *Palio*	103,500	
35' J/35, '87, *Storm Front***	69,900	
35' J/35, '85, *Blue Streak***	49,500	
35' J/35, '85, *Jammin***	Reduced	55,000
35' J/35, '85, *Pazzo***	55,000	
35' Beneteau First 35s5, '91, *Max One*	75,000	
35' Santana, '79, *Spellbinder*	New Listing	39,000
35' One Design 35, *Zsa Zsa*	New Listing	95,000
34' Schock 34 PC, '87, *Cowabunga*	42,000	
34' Farr 10.20, '89, *Hagar II**	68,000	
33' Synergy 1000, '99, *Hull #2***	65,000	
32' J/32, '98, *Nauti Dreams**	138,800	
32' J/32, '99, *Winsome***	145,000	
31' Corsair F31R, '99	112,000	
30' Olson 911SE, '90, *Risky*	New Listing	34,500
30' Melges, '96, *Max Q**	New Listing	75,000
29' J/29, '87, *Cay J**	27,500	
29' J/29, '83, *Ex***	22,900	
24' J/24, *Jungle Love***	New Listing	18,000

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** *Indicates Pacific Northwest Boats*

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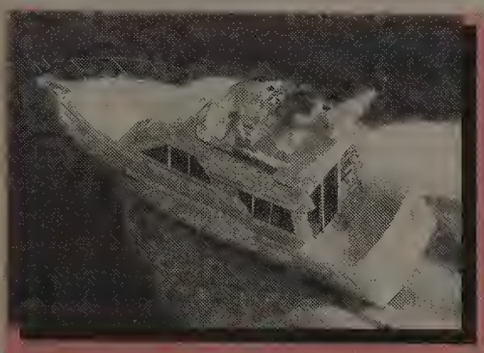
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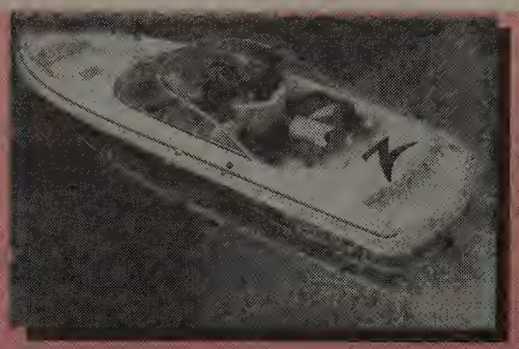
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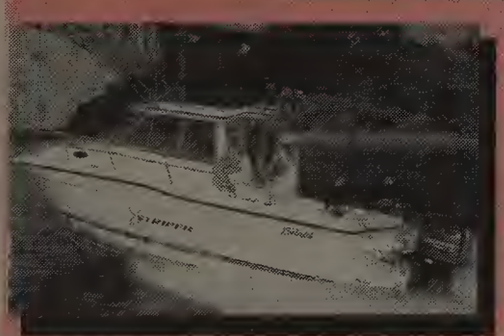
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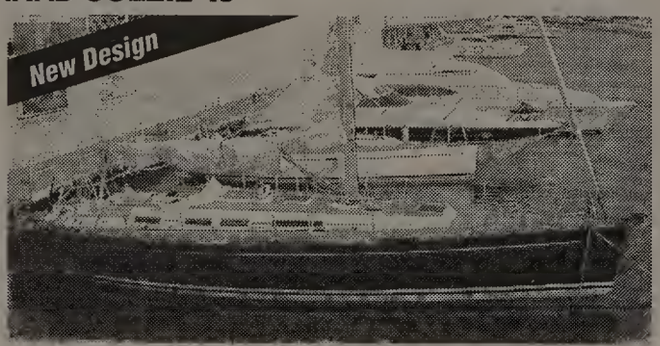
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CALENDAR

YC, (831) 425-0690.

Apr. 20-24 — 40th Congressional Cup, honoring Gary Jobson. See *Race Notes* for the line-up. Long Beach YC, (562) 598-9401.

Apr. 21, 1984 — It Was Twenty Years Ago Today, from Shimon Van Collie's article *Doublehanded Farallones*:

For almost all of the 290 sailors who participated in the fifth annual Doublehanded Farallones Race on April 21, it was a glorious day. Lots of sun, a robust but not overpowering breeze, favorable tides both coming and going on the 55-mile course out to the islands and back, and a good ocean swell perfect for surfing on the way home. Many described it as one of the best days they've ever had out on the Gulf of the Farallones, a stretch of water that can just as easily turn nasty in the springtime.

For the second time in three years, however, a pall has been cast over this race. In 1982, a vicious storm struck the fleet of 127 boats. Two entries disappeared and their crews were never found. Many boats withdrew and several were destroyed on the beaches of Marin, driven ashore there by the southerly winds. This year the sea came back to claim one of the survivors of that race.

Dennis Madigan, 35, expired after the boat he was crewing on, Greg Sawyer's Stiletto catamaran *California Crew'd*, broke up on the way back from the Islands. In 1982, the pair had beached another Stiletto near Duxbury Point and watched as the surf destroyed their craft. Last year they were first to finish in the race and they looked like they would repeat that finish this year before tragedy struck.

Few others in the fleet knew anything was wrong during the race, because there was little reason to suspect it. After beating out the Gate with a favorable ebb tide pushing them along, the fleet went through some light air until a 20 to 25-knot northwesterly filled in an hour after the start. Smaller jibs and reefed mains were needed, and the lumpy seas made foredeck work a difficult, but not impossible, chore. The wind clocked as they approached the island and the boats to the south had no trouble fetching the Island, while those to weather had to crack off.

First around was *Sundowner*, Joe Therriault's Buccaneer 33 trimaran. Joe is the president of the Bay Area Multihull Association, sponsor of this incredibly popular race. Since its inception, the contest has drawn over 100 entries except for the initial running in 1980. Bay Area sailors relish the idea of going out there in pairs, and for the speedy multihulls it's a chance to show their potential to monohullers, a group they don't get to race against very often. Therriault ended up setting a new course record of 6:25:23, breaking John Mizulo's 1982 mark by almost half an hour.

Sundowner was followed at the turning point by the biggest monohulls in the fleet, including a pair of Santa Cruz 50s and Rod Park's Santa Cruz 40 *Shaman*. With the wind abeam, Park and his son Malcolm elected to put the 150 jib up rather than risk the hazards of trying to carry a spinnaker. That move earned them a second in their division, behind Jennifer Dunbar's Olson 30 *Navstar*. Jennifer and Skip Allan, a veteran of many ocean racing miles, pushed *Navstar* quite hard. "We pumped the main on the waves," she says, "and ducked down on the waves to stay on the rhumb line."

Apr. 23 — 57th Tommy Bahama Newport to Ensenada International Yacht Race. Info, *www.nosa.org*.

Apr. 24 — OYRA/StFYC Lightship Race, the start of the 2004 ocean racing series. YRA, 771-9500.

Apr. 24-25 — Laser Open. SCYC, (831) 425-0690.

Apr. 24-25 — 20th Annual Konocti Cup and Half Cup. A

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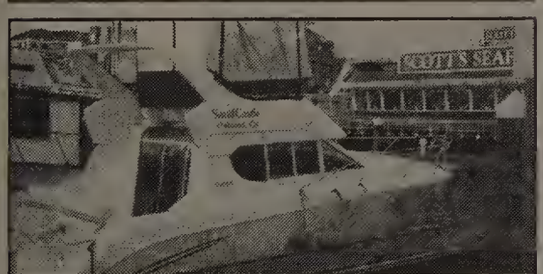
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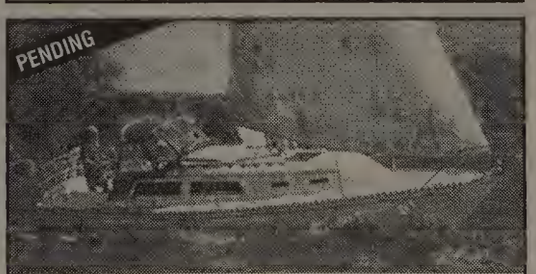
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Farr 40 Carroll Marine	1998	$150,000
Farr 40 Carroll Marine	1997	$159,000
Choate 40 Dencho Marine	1981	$39,900
Wylie Custom 40	1978	$30,000
Hinckley 38	1969	$89,000
Beneteau 361	2001	$119,500
Morgan 36	1984	$49,500
Sydney 3600 Sport	2002	$189,500
J/105, 35-ft	1997	$99,000
Endeavour 32	1978	$22,000
Sydney Yachts 32	2002	$168,000
Westsail 32 Sloop	1971	$32,500
Carter 30	1976	$19,950
Catalina 30 tall rig	1985	$26,000
Hunter 30	1980	$15,000
Islander Bahama 30	1984	$29,000
Santana 30/30	1983	$14,000

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Chris Craft Constellation	1965	$20,000
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Bavaria 290 Sport	2003	$129,000
Uniflite Sport Sedan 28	1973	$21,500

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fun race around Clear Lake on Saturday, followed by an awards brunch on Sunday. KBSC, (707) 277-SAIL.

Apr. 24-25 — 8th Annual Delta Star Regatta, a Star regatta hosted by Stockton SC. Greg Dyer, (916) 552-5959.

Apr. 25-May 1 — Antigua Sailing Week, the big kahuna of Caribbean racing. Info, *www.sailing-week.com.*

May 1-2 — Vallejo Race, a 104-year-old tradition on the Bay. Last year, 310 boats and as many as 2,000 people sailed in this fun event. YRA, 771-9500.

May 1-2 — Yachting Cup, including a charity race on April 30 to benefit the Leukemia & Lymphoma Society. San Diego YC, (619) 758-6309.

May 1-2 — Moore 24 PCCs. SCYC, (831) 425-0690.

May 6-8 — Melges 24 Nationals. SCYC, (831) 425-0690.

May 8 — OYRA/HMBYC One Way to Half Moon Bay Race. YRA, 771-9500.

May 15-16 — Clear Lake Spring Regatta. Lakeport YC, (707) 263-5565.

May 15-16 — Elite Keel Regatta for Express 37s, Etchells, IODs, Melgi, J/24s and Folkboats. SFYC, 789-5647.

June 12 — Coastal Cup, S.F. to Santa Barbara. Encinal YC, *www.encinal.org*, or Steve Rienhart, 244-5960.

June 26 — SSS TransPac. Info, *ww.sfbaysss.org.*

June 28-July 2 — 13th biennial West Marine Pacific Cup, the "fun race to Hawaii." Info, *www.pacificcup.org.*

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 4/19, 5/3, 5/17, 5/31, 6/14. John Super, 661-3498.

BENICIA YC — Thursday Race Series. Every Thursday night, 4/1-9/30. Chris Corcoran, (707) 746-6600.

BERKELEY YC — Friday Night Races. Every Friday night, 4/9-9/24. Paul Kamen, (510) 540-7968.

CAL SAILING CLUB — Sunday Afternoon Bytes and Lasers, open to all, year round. Joe Matera, *dzntmatera@aol.com.*

CORINTHIAN YC — Friday Night Series. Every Friday night, 4/9-9/3. John Warren, (415) 435-4771.



LATITUDE/ROB

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COYOTE POINT YC — Every Wednesday, 4/7-10/27. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 4/23, 5/7, 5/21, 6/11, 6/25. David LeGrand, (510) 522-3272.

FOLSOM LAKE YC — Every Wednesday night, 5/5-9/29. John Poimiroo, *john@poimiroo.com.*

GOLDEN GATE YC — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Ruth, (415) 386-2238.

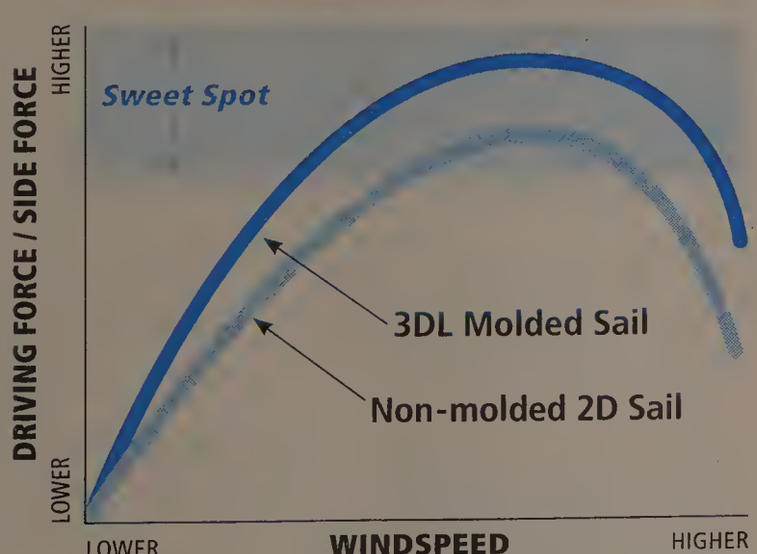
ISLAND YC — Friday Nights on the Estuary: 4/16, 4/30, 5/14, 6/4, 6/18, 7/30, 8/13, etc. Joanne, (925) 254-5384.



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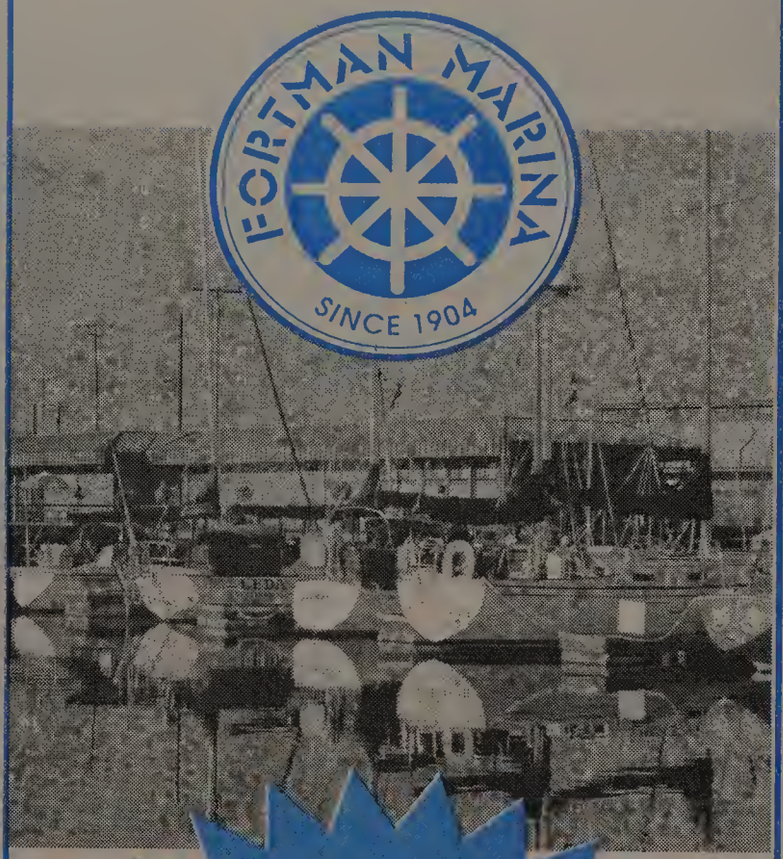
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LAKE WASHINGTON SC — Thurday Evening Race Series, 5/6-8/26. Info, (916) 374-4404.

LAKE YOSEMITE SA — Every Thursday night, 5/6-9/9. Sharon Schmidt, (209) 383-3371.

OAKLAND YC — Sweet 16 Midweek Series. Every Wednesday night, 5/12-6/30 and 7/28-9/15. Ted, (510) 769-1414.

RICHMOND YC — Wednesday Night Series: 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, etc. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights. Every Wednesday, 5/5-6/30 and 8/4-8/25. StFYC, (415) 563-6363.

SAN FRANCISCO YC — Wednesday Night Dinghy Series, late June thru early September. Info, 435-9525.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during DST. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series. Spring: 4/27, 5/11, 5/25, 6/8, 6/22. Don Wieneke, 332-0186.

SEQUOIA YC — Every Wednesday night, 4/14-10/13. John Mattis, (650) 361-9471.

SIERRA POINT YC — Every Tuesday night, 5/4-8/31. Tom McKinney, (650) 952-0651.

SOUTH BEACH YC — Friday Nights. 'A' series: 4/30, 5/7, 5/21, 6/4, 6/18, 6/25. Randy Wells, (650) 991-2995.

STOCKTON SAILING CLUB — Every Wednesday night, 6/2-8/25. Kelly Humphreys, (209) 957-4828.

TAHOE YC — Monday Night Lasers. Spring Series, 5/31-7/12. Eric Conner, *eric@connerproperties.com.*

TAHOE YC — Wednesday Night Beer Cans. Spring Series, 6/2-7/14. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday nights: 5/14, 5/28, 6/11, 6/18, 6/25, 7/9, 7/23, 8/6, 8/20, etc. Lesa, 332-4014.

TREASURE ISLAND SC — Vanguard 15 Series. Every Thursday night, 4/8-9/2. Rebecca, *rab26@humboldt.edu.*

VALLEJO YC — Every Wednesday night, 4/7-9/29. Jim Mueller (707) 643-1254.

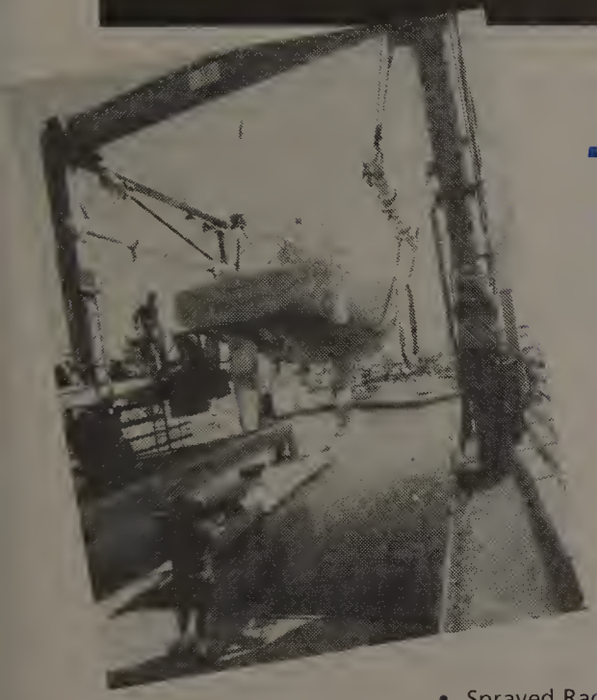
Please send your calendar items ***by the 10th of the month*** *to* Latitude 38 *(Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at* editorial@latitude38.com. *But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.*

April Weekend Currents

date/day	slack	max	slack	max
4/03 Sat		0231/3.4E	0558	0850/3.3F
	1147	1444/4.3E	1821	2117/3.8F
4/04 Sun	0022	0408/4.0E	0736	1031/3.7F
	1334	1625/4.3E	1954	2249/3.8F
4/10 Sat		0222/2.0F	0458	0842/4.5E
	1248	1557/3.1F	1940	2133/1.5E
4/11 Sun	0039	0329/1.7F	0605	0947/4.1E
	1404	1722/3.1F	2053	2252/1.3E
4/17 Sat	0039	0340/3.8E	0706	1005/3.6F
	1257	1552/3.7E	1919	2217/3.6F
4/18 Sun	0110	0410/4.2E	0746	1046/3.7F
	1345	1628/3.4E	1954	2246/3.4F
4/24 Sat		0137/1.5F	0405	0753/3.7E
	1157	1500/2.4F	1844	2035/1.2E
	2324			
4/25 Sun		0227/1.2F	0449	0845/3.4E
	1258	1604/2.2F	1949	2133/1.0E

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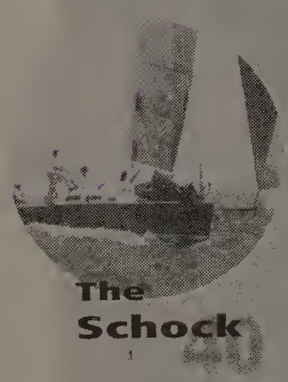
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LETTERS

⇑⇓A MESSAGE FROM THE 'MYSTERY SAILOR'

In the March issue story on the most frequent sailors on San Francisco Bay, you made reference to a sailor who sails solo almost every day, but who didn't want to be identified. I am that sailor, and I'd like to make some clarifications:

It was written that I occasionally tow other boats back to port. I've done this very infrequently — no more than a dozen times in the last 10 years.

It was written that I sail almost every day. For the last 10 years, I've actually averaged four times a week the entire year, rain or shine.

It was suggested that I usually sail solo. I often have friends sail with me, especially on the weekends and during the so-called 'season'.

'Mystery Sailor'
San Francisco Bay

M.S. — Thank you for the clarifications — but now everyone is going to be really curious to learn who you are!

⇑⇓I AM CONSTANTLY COMING UP WITH EXCUSES

We just wanted to thank you for the words of 'reminder' in the first four paragraphs of your *La Dolce Vita In The French West Indies* article on the Caribbean in the February *Latitude*. It's has been 22 years since we left Channel Islands Harbor for the South Pacific aboard our daysailer.

We returned in 1984 and have totally rejoined the rat race. I'm involved in the high pressure, never-get-a-day-off vocation of selling beach and marina homes, and my husband John owns his own shipwright business. We are currently living aboard and fitting out our Islander 41 with the hope of leaving for Mexico and beyond in January of 2005.

I am constantly coming up with excuses for not leaving: I will lose all my clients, we don't know how we'll support ourselves, and what if there is no place to put the boat when we get back. In fact, I keep coming up with so many excuses that I keep losing sight of how much fun we had the first time, why we are still such good friends with the people we met on our last cruise, and the other reasons why we're working toward going cruising again.

Anyway, I cut those first four paragraphs of that story out of the magazine, laminated them, and keep them at eye-level on the bulkhead of my boat office. Thank you!

Debby & John Dye
Lovely Reta, Islander 41
Channel Islands Harbor

Debby and John — We're glad you liked it, as every word came from the heart.

⇑⇓WEIRD BERMUDA TRIANGLE-TYPE THINGS

Your readers are sailing all over this watery planet, often with 24-hour a day watches. I was wondering if any have had UFO encounters or weird Bermuda Triangle-type things happen.

Love the rag.

Jim Frey
Spirit of Arnaldo
Richmond

Jim — We hope sailors keep watch 24 hours a day, lest they get run down by ships. More to the point, the problem is how would you sort out real UFO experiences — if there are such things — from imaginary ones. As any long-distance sailor will tell you, fatigue and loneliness combine to play terrible



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CRUISING YACHTS FOR

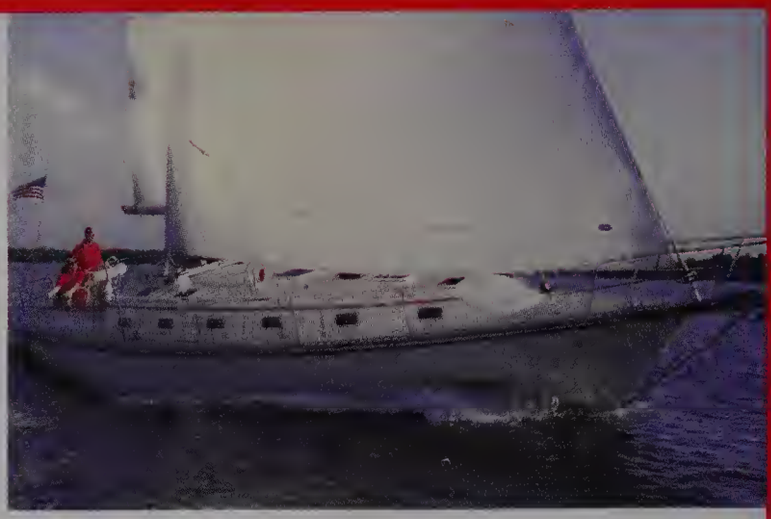


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Pacific SAIL EXPO®

PRE-SHOW PLANNER

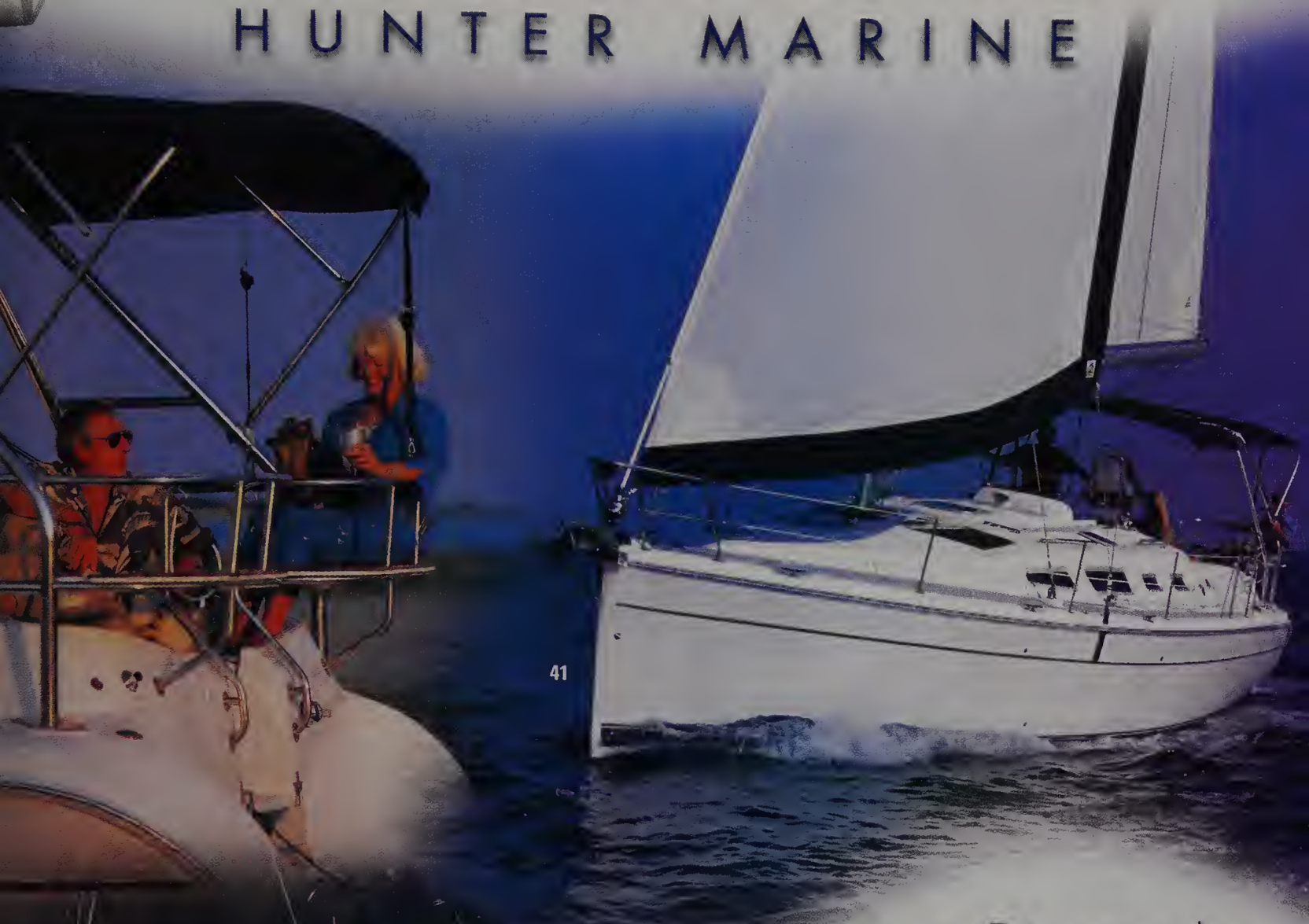
A complete guide to help you plan your attendance at the largest sailboat show on the Pacific Rim.

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The Sail America Web site will post the latest information on special events and attractions. Head to **www.sailamerica.com** for an up-to-the-minute preview of the show before you head to Pacific SAIL EXPO. See you there!

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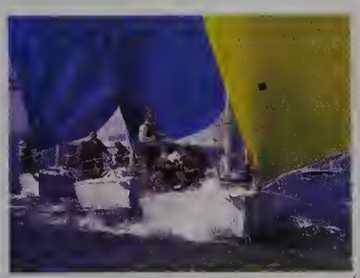
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Take a test drive (and take us with you). There's only one way to find out what the J sailors of the world are smiling about, and that's to test drive a J. Once you're underway you'll notice a lot of important things you can't discover at a boat show.

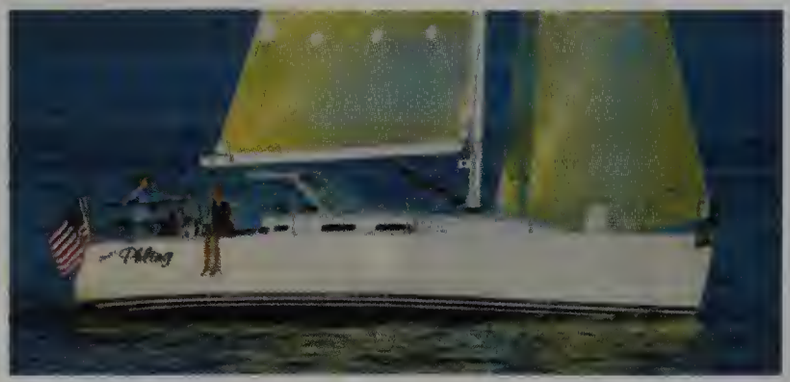
After stepping aboard at the show, make sure you arrange a sail. You'll see what really separates a J from the others on the dock.

J/22 **J/24** **J/80** NEW **J/100** **J/105** **J/32** **J/109** **J/120**

...SEE THEM AT PACIFIC SAIL EXPO

J/109

J/109 does it all! This 35-footer has a J/105-size cockpit for great daysailing, a comfortable two-cabin, aft head layout for extended cruising, and an asymmetric spinnaker system for easy handling by two. With its long waterline, low VCG keel and SCRIMP™-built hull and deck, J/109 is a boat as desirable at sea as it is in port.



On display at Pacific Sail Expo

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J/42 is a design so far advanced in performance, ease of handling, and seakindliness, no other cruising alternative compares. Owners rave about this modern cruiser that has the stability and speed of a 50-footer and the handling of a 35-footer. The many liveaboard amenities let you enjoy the comforts of home with great sailing performance.



On display at Pacific Sail Expo

J/133

The new J/133 has high stability for shorthanded cruising, plenty of race-winning speed, durability for rough offshore passages, and a retractable sprit for asymmetrical spinnaker performance. All this with SCRIMP™ construction, beautifully appointed cruising accommodations, and a choice of a two or three stateroom layout.



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J/42 NEW J/133 J/46 J/145 J/160

WELCOME TO PACIFIC SAIL EXPO

Dear Sailor,

This guide will help you plan your trip to the ninth annual Pacific SAIL EXPO®, the largest all-sail show on the Pacific Rim and a springtime mecca for thousands of sailors. Hundreds of boat shows take place each year throughout the country, but only six are all-sail shows. Pacific SAIL EXPO is one of those six, and the displays you'll see and the experts you'll meet are all focused on one thing: *pure sailing.*

In the back, you will find travel tips to help you plan ahead. As you make your plans, try to schedule in a weekday visit. Saturdays are always great, but the show is open five days with ample opportunity during the week to find smaller crowds. The show stays open nightly until 7:00pm, except on Sunday when we close at 5:00pm.

Here are just a few of the reasons why you should start making plans now...

✷ **THE FLEET:** Where else on the West Coast can you see 100 sailboats in a day? From one-person dinghies to a just-launched Wylie 65 that redefines the term 'performance cruiser' – and everything in between – you'll find it at Pacific SAIL EXPO. We have even added a special section for classic designs. You'll be able to board historic sailing ships that take you back to another era and see the timeless beauty of some very sweet classics.

✷ **EXHIBITORS:** Sailboats, charters to exotic places, deck gear, rigging, apparel to keep you warm and dry, electronics, the best places to sharpen your skills: it's all coming to the show. The tents and docks of Jack London Square will be transformed into an extensive marketplace. But with product engineers and specialists at each booth, the show is also a valuable once-a-year opportunity to learn about the products that feed your sailing needs.

✷ **SEMINARS WITH EXPERTS:** Scan the seminar schedule, beginning on page 28, so you can plan the days you'll head to the show. Whether you are planning your first daysail or plotting a world cruise, there are sessions for all levels. Remember to check for seminar changes at **www.sailamerica.com**.

There are also some special seminars. After a day at Pacific SAIL EXPO, relax at our 'Stars Come Out at Night' sessions – evening seminars with world-famous personalities that cap each day of the show. Try to get to the show on Friday for a special treat: The day's seminars are focused on destinations in Mexico – and you'll even enjoy some added ambiance with Mexican food and mariachi music. This year, we have also added onboard seminars held on historic ships and just-launched boats: You'll learn about systems that range from traditional to cutting edge.

✷ **HAVE FUN:** Sailing is fun – and sailboat shows are no exception. So plan to enjoy yourself too. Take friends and family members out on a Discover Sailing boat, or spend an afternoon onboard a historic sailing ship. Sign up to be a crew during the weekend with Discover Racing. Take in the sailing tunes of Eric Stone by the food court. Stay at the show Friday night, when exhibitors pull out the red carpet for a special hospitality night with showgoers. And don't forget to join us Saturday, at 7:00pm, for the Cruiser's Bash – an annual good time that has become a PSE tradition.

✷ **UP-TO-THE-MINUTE DETAILS:** Visit the show's Web site at **www.sailamerica.com** to get up-to-the-minute details before you head to the show. While we make every effort to avoid last-minute changes, there are always inevitable scheduling changes, which are posted on our Web site. Avoid the lines and order your advance tickets online at a 20% discount (**www.sailamerica.com** or 1-800-817-SAIL). For more information on tickets, turn to page 43.

When you head to Pacific SAIL EXPO, you'll find an endless display of boats and gear. But you'll find a lot more too: a five-day festival where you can have fun, learn, meet other sailors, and rev up your enthusiasm for the sailing season ahead.

See you at the show,

The Sail America Show Team

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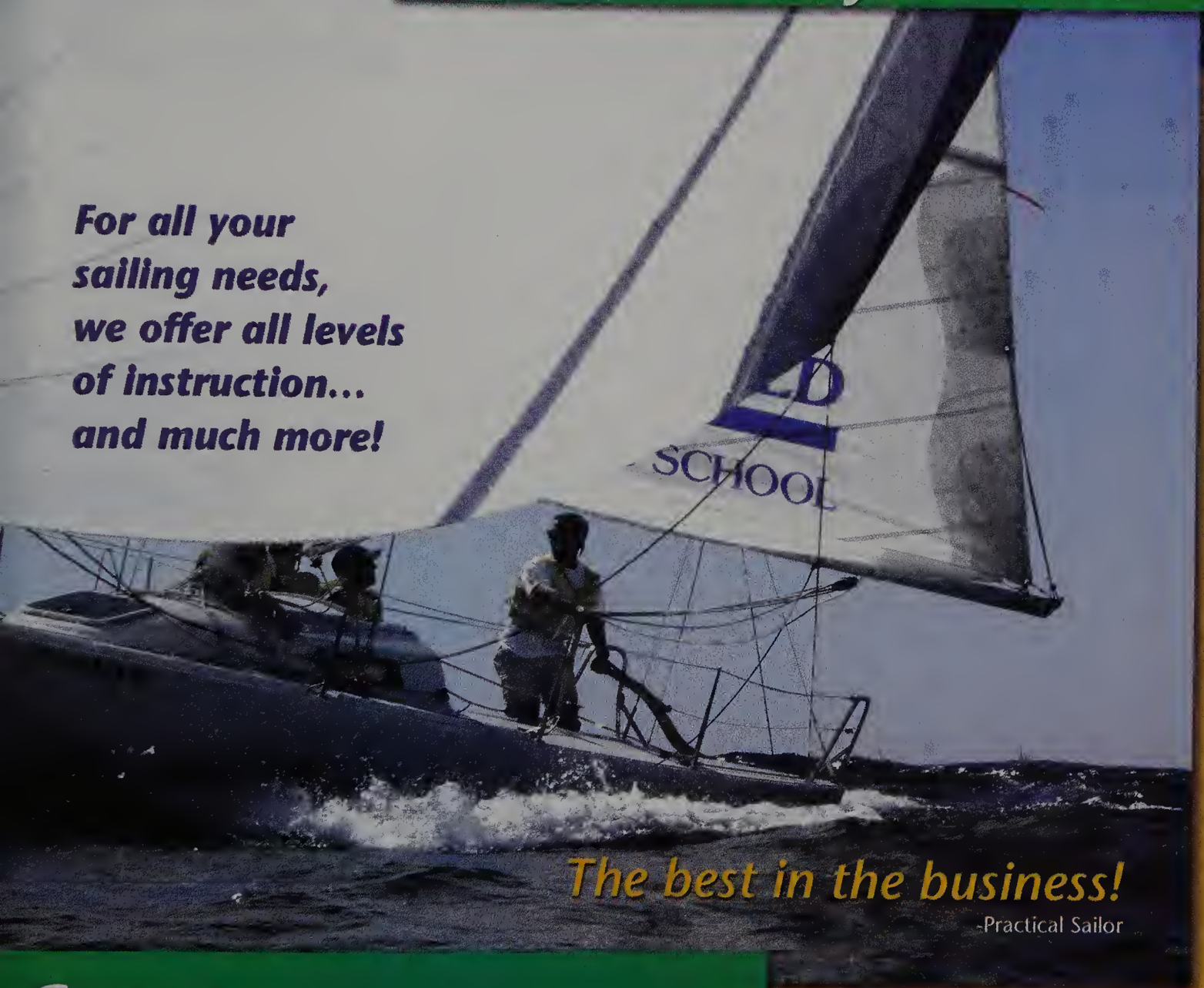
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WIN A $2,500 GIFT CERTIFICATE FROM WEST MARINE!

A few lucky showgoers will go home from PSE with more than good memories and lots of valuable information on boats and gear. One lucky winner will take home a gift certificate from West Marine worth $2,500. Look for the sign-up when you enter the show. Allstate Insurance will help families sail safely with a special gift for young boaters. The first 100 children (under age 12) to enter the show gates on the weekend days will win a free lifejacket.

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ACTIVITIES ON AND OFF THE WATER

When Pacific SAIL EXPO comes to town, it brings a lot more than boats and gear to sailors in the West. This five-day festival also draws experts from all corners of the world to teach seminars, and offers ample opportunity to do what's most important: meet other sailors, have fun, and spend some time on the water. Sailing opportunities abound for all types of sailors – whether you want to go racing, enjoy a daysail with Discover Sailing on a coastal cruiser, or step back in time and travel onboard a Tall Ship®. Sailing is fun – and sailboat shows are no exception.



SAIL THIS CORSAIR TRIMARAN AT PSE

Discover Racing: You Can Crew in an Etchells Regatta!

Saturday and Sunday are race days at Pacific SAIL EXPO. But the competition is not just for boat owners and their regular ringers: Showgoers can jump on board as crew and enjoy the fun in a series of round-the-buoys races run off the show docks. This section of the show has been created to give more people an easy entree into the Bay Area racing scene, and local racers will also be on hand to answer your questions. Participating groups include the Yacht Racing Association of San Francisco Bay, the organization that promotes and administers sailboat racing in Northern California; the San Francisco Bay Etchells class, the international one design fleet of choice for many world-class competitors and America's Cup champions; and the Treasure Island Sailing Center, a Bay Area sailing facility that provides expert instruction to sailors of all skill levels and physical abilities, including programs for people with disabilities and instruction for children.

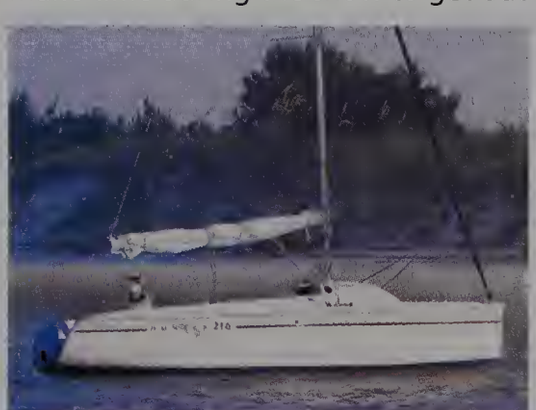


ETCHELLS RACING

If you are a veteran racer in search of a new one design class, the owner of a racer/cruiser interested in learning about handicap racing, or a daysailor who wants to step into the game, Discover Racing will be a worthwhile stop. Races will be run on the weekend, but the land display will be open all five days of the show.

Discover Sailing: FREE Sailboat Demo Rides!

Make time during the show to get out on the water with Discover Sailing. With a fleet that ranges from dinghies to coastal cruisers, this national introduction-to-sailing program is a great way to take your first step into sailing. If you are a veteran racer or cruiser, bring family and friends who are new to the sport to the Discover Sailing docks. Half-hour sails with experienced skippers are FREE to showgoers. Sign up for a sailing time when you arrive at the show: with sponsorship from Corsair, Hunter Marine, and Johannsen Boat Works, you'll be able to take your pick of boats – multihull or monohull, big or small.



HUNTER 216

Discover Sailing tours the U.S. to give more people an easy way to connect with the sailing world. For more information, head to **www.discoversailing.com**.

Friday Is Hospitality Night

TGIF is an honored tradition at Pacific SAIL EXPO. On Friday night, exhibitors put out the red carpet for showgoers who are starting their weekend at the show. At 6:00pm, the tents and the docks will come alive with parties large and small at the exhibitor booths. Plan to stick around on Friday and mingle with other sailors while you take in the display of boats and gear.



HOSPITALITY NIGHT: PSE EXHIBITORS HOST YOU!

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Baja Ha-Ha Reunion

On 'Mexico Cruising Day', Friday, April 16, at 6:00pm, Baja Ha-Ha organizers and the Grand Poobah will welcome all Baja Ha-Ha veterans, and those curious to know what it's all about, to the *Latitude 38* booth in tent A. 2003 marked the 10th running of this annual cruiser rally to Baja California. Since 1993 well over 2,000 adventurous sailors and hundreds of boats have joined in the annual event conceived by *Latitude 38's* publisher, Richard Spindler, and put on by Baja Ha-Ha, Inc. This strictly-for-fun cruising rally is designed to motivate pale, atrophied, ambivalent armchair sailors to become tan, active, engaged participants in the cruising lifestyle. The largest cruising rally originating in the U.S., it has forged many friendships and created thousands of sea stories. Come and share your tall tale with others who've been there and those who hope to go. Admission is free with your boat show ticket. Come eat authentic Mexican 'potato chips' that are actually made from corn and enjoy a cold beer, just like you can in Mexico!



BAJA HA-HA REUNION PARTY

Tall Ships® and Classics on Display

If you're like most sailors, you appreciate vessels of all ilk. You might prefer a souped-up high-performance ride for the racecourse, but the timeless beauty of classic boats still turns your head. At PSE, you'll see a bit of everything if you make a detour to the show's special section for classics of all sizes. The Tall Ship® *Hawaiian Chieftain* is the headline act: at 103-ft, she is the longest, and since she replicates a design from 1790, her lines date back the farthest.

Built in 1891 and measuring 80 feet, Bay Area scow schooner *Alma* will give you a glimpse into the maritime history of the Bay. *Alma* transported hay, lumber, and salt; from the 1920s to the 1950s, she dredged for oyster shells; in 1988, she was designated a National Historic Landmark and is part of the fleet at the San Francisco Maritime National Historical Park. Smaller vessels will include the 42-ft *Grace Quan*, a just-launched replica of a traditional junk that also resides at the Park; *Runa IV*, built in 1918 in Copenhagen, Denmark of Norwegian pine and oak, which sailed to California on the deck of a steamer in 1933 and was subsequently sailed by a series of California owners; and *Glory,* a 1964 classic Herreshoff 28 built in Japan of native woods.



'RUNA IV' – BUILT IN 1918 – WILL BE ON DISPLAY

If you want to step back in time and sail a classic while at PSE, *Hawaiian Chieftain* will be offering 90-minute sail training excursions. These sails have an added cost of $20 per person and can be reserved in advance by visiting **www.hawaiianchieftain.com**. See a schedule of sailing times on page 34.

Third Annual Cruisers' Bash

Saturday Night Party at the Show

As Pacific SAIL EXPO winds down on Saturday, you won't see the crowds dwindling to the usual stragglers. You'll only see the swarm of sailors get bigger and bigger. No one's going home early on Saturday, April 17! Everyone will be headed to the third annual Cruisers' Bash that kicks into gear at 7:00pm. *Latitudes & Attitudes*, *The Log*, sailboatowners.com, and Pacific SAIL EXPO will host a party that has become a good-time tradition at the show. The party is FREE with your Saturday admission. The food and beer will be flowing as long as supplies last. With live music by Eric Stone and atmosphere and comedy provided by Bob Bitchin, it's a happening you won't want to miss.



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Impressive domination of the world's tough racing scene enables all Grand Soleil yachts to benefit from careful research into hull profiles, sail plans and deck layouts.

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Grand Soleil 45



Grand Soleil 45 interior

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www.nelsonyachts.net **(510) 337-2870**

21-Ft Mini-Transat

The Mini-Transat boats are primarily a European phenomenon with hundreds of these radical 20-ft high-tech speedsters competing locally and in transatlantic events. PSE will have one of the few, if not only, Mini-Transat boats on the West Coast on display. Complete with canting keel and twin rudders, this Mini-Transat flier demonstrates a class of sailing not seen in the West.

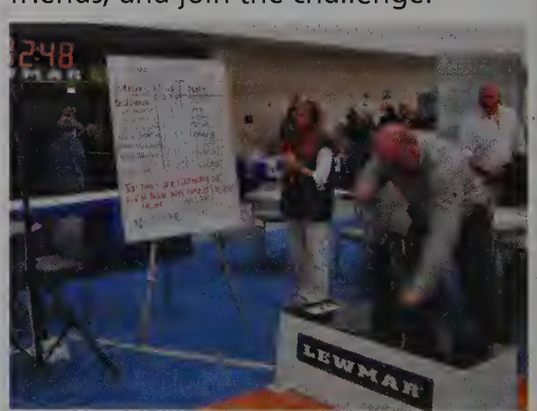


MINI-TRANSAT



Lewmar Winch Grinder

If you thought the footage of the America's Cup on ESPN2 made grinding in an IACC jib look easy, you'll get a chance to step up to the Lewmar Winch Grinder and give it a try. Lewmar's ever-popular Winch Grinder simulates the real thing. This piece of IACC deck gear has travelled to boat shows throughout the U.S. and has always been a crowd pleaser. So come to PSE, bring your biggest friends, and join the challenge.



Future Waypoint: The Sailors' Ball

If you find yourself one of those stragglers who just can't leave the party as PSE closes its gates on Sunday night, don't despair. One week later – on Saturday, April 24 – there's plenty more opportunity to rub shoulders with the local sailing community at the Sailors' Ball, a fun San Francisco fete that will benefit the Treasure Island Sailing Center. For tickets and more information, head to **www.sailorsball.org**.

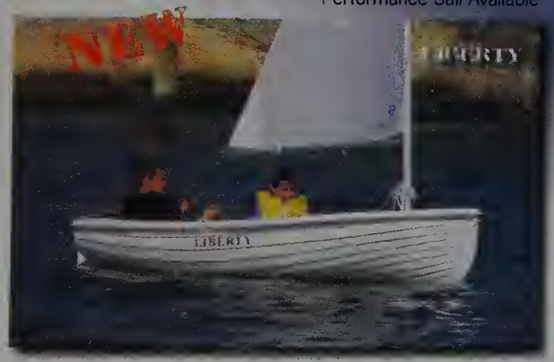
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SEMINARS WITH EXPERTS

You would log a lot of blue water miles to meet all the sailing experts coming to Pacific SAIL EXPO: You'd find them in remote anchorages, on the America's Cup racecourse, and in sail lofts and boat yards around the globe. But a trip to PSE will save you the travel time. A host of experts will meet you at PSE this spring to share their wisdom, their stories, and their passion for sailing, in free seminars that are held all five days of the show. Here are some of the experts heading to PSE, followed by a detailed schedule of over 80 seminars. Consider this: an average one-day seminar on any subject costs a minimum of $100 – often a lot more. At PSE you get five days of seminars FREE with a $35 five-day pass. Unbeatable!



JOHN & AMANDA SWAN NEAL

John and Amanda Swan Neal

With some 400,000 combined ocean miles, John Neal and Amanda Swan Neal come to PSE to share their experience and enthusiasm for voyaging afloat. They each had extensive sailing careers before they met. John set sail from Seattle at age 22 and headed for the South Pacific on a 27-ft sloop – and has ever since had a passion for sharing his knowledge about cruising to exotic destinations. Amanda sailed from her native New Zealand to California with her family; she returned home to become a rigger and sailmaker before heading to sea again as part of the all-woman crew on *Maiden* in the 1990 Whitbread Round-the-World Race. The Neals will teach several sessions at PSE: on how to prepare for blue water sailing, on survival tactics, and on cruising to Europe, the South Pacific, Mexico and beyond. Amanda will lead sessions on the cruising rewards for women and on provisioning. Together, the Neals – who are both authors – run sail-training expeditions onboard their Hallberg-Rassy 46 through Mahina Expeditions.

Tom Leweck

When print media were the primary means to get sailing news, sailors waited weeks for race reports and news about the sport. But the quick feed of news via the Internet has radically changed how the sailing world communicates – and a ripple effect has coursed through professional sailing, sponsorship, traditional media, and our sport's government. As creator and principal editor of the electronic newsletter *Scuttlebutt,* Tom Leweck has been at the center of the revolution. Meet 'the Curmudgeon' at PSE and hear his insights on how the Internet has forever changed sailing. Leweck is one of PSE's headline acts, as part of the 'Stars Come Out at Night' seminar series. Check the seminar schedule, which starts on page 28, to find other world-famous names billed for these evening sessions.



TOM LEWECK



LARRY & LIN PARDEY

Lin and Larry Pardey

It's not easy to find Lin and Larry Pardey standing still for very long. After voyaging together for 38 years, they have completed east-about and west-about circumnavigations, captured the record for sailing the smallest boat around the world's southern capes against the prevailing winds, and dropped anchor in countless harbors. Many sailors follow the Pardeys' voyages in their books, articles, and videos; but at PSE, sailors will have a chance to meet these world-renown voyagers and get a valuable education on how to cruise. The Pardeys will run sessions during the show on weathering storm conditions and budgeting for cruising. On Tuesday, April 13, at the Encinal YC in Alameda, the Pardeys will run a day-long seminar called 'Priorities for Confident Cruisuing'. Presented by the American Sailing Association, the session will cover topics such as choosing (or upgrading) your boat, preparing your crew, maintenance tips while underway, and managing money and paperwork as you travel from port to port. The fee for the seminar includes a free ticket to PSE. For information and to reserve a spot at the day-long session, contact Kathy at ASA (www.american-sailing.com or 310-822-7171).



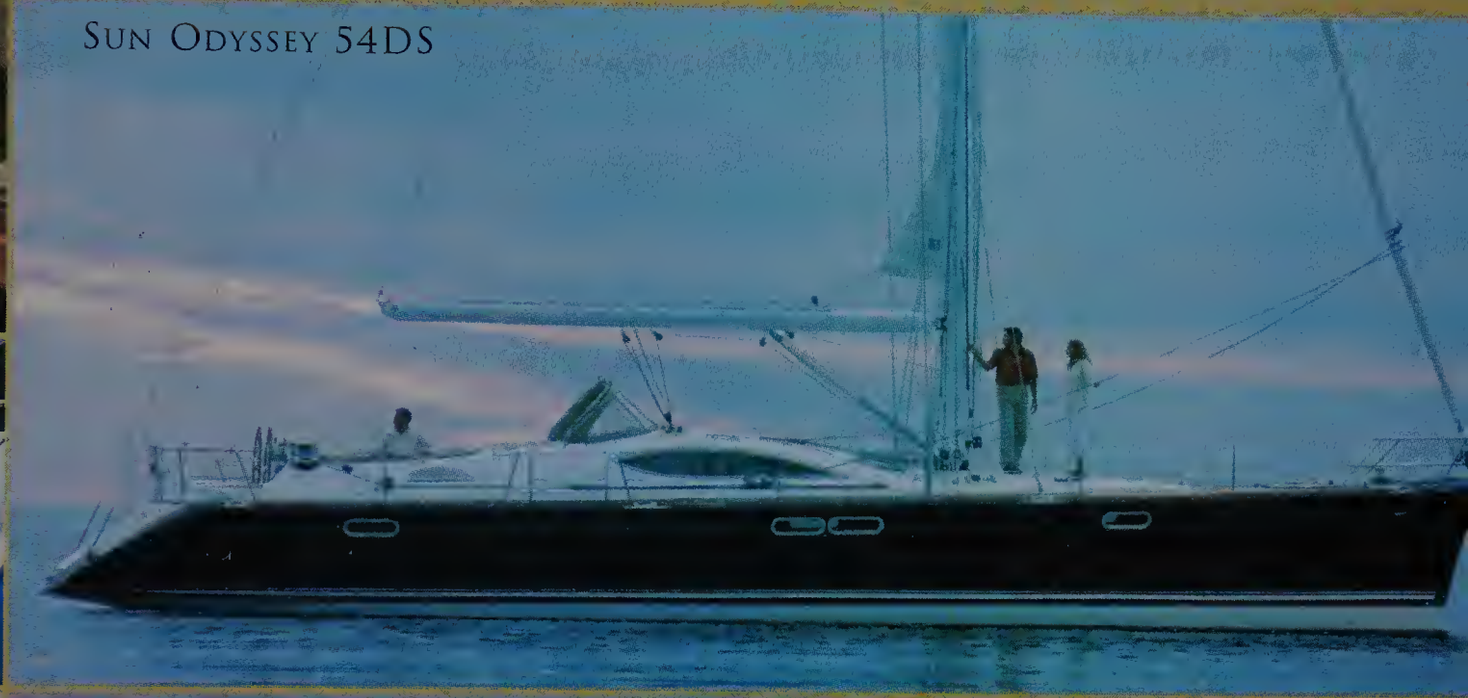
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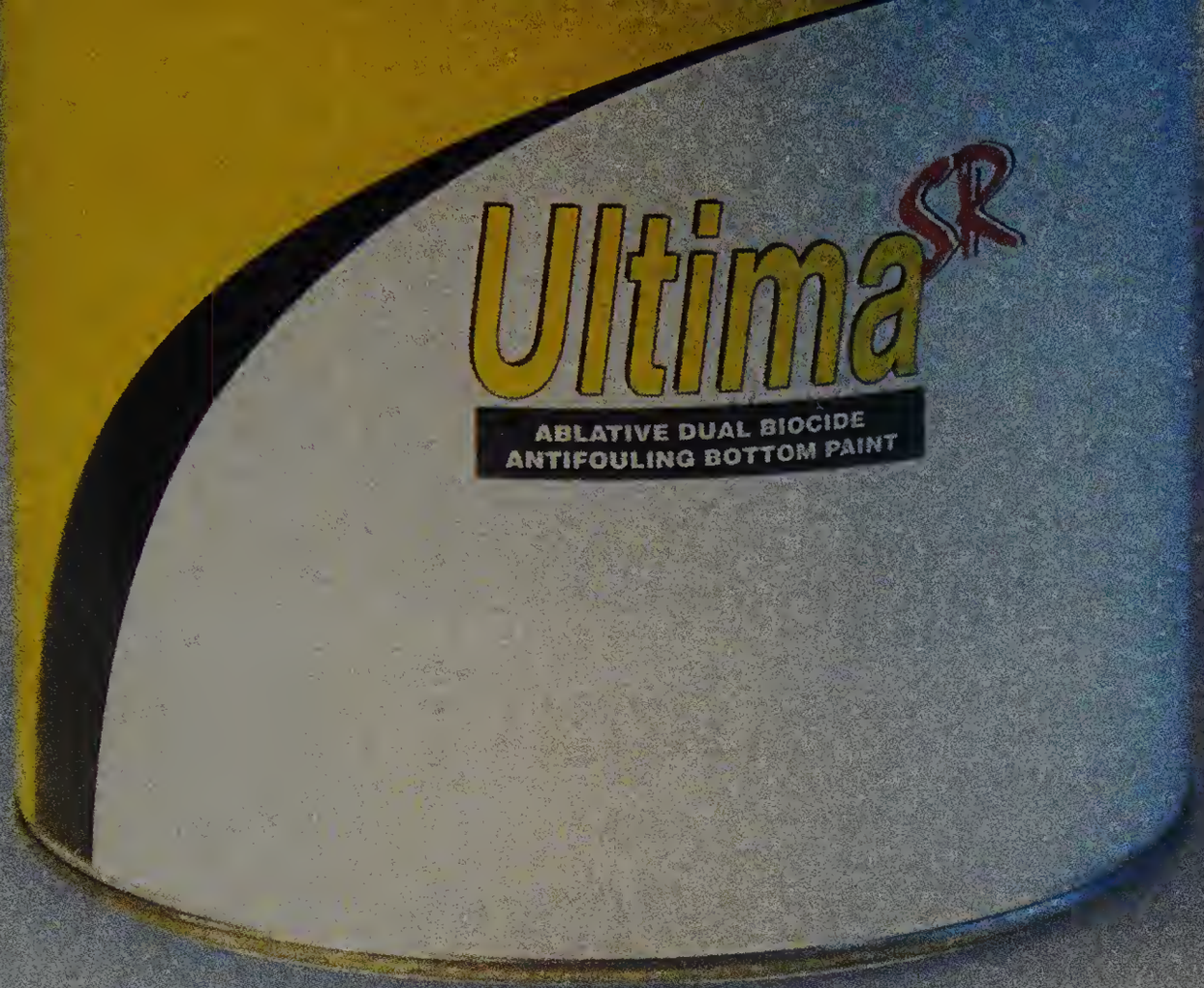
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SEMINARS WITH EXPERTS

Jack Klang



JACK KLANG

Jack Klang has been in some sticky situations at sea: He's weathered a direct lightning strike, a fire on board, a near sinking, groundings, and ferocious Great Lakes and Pacific Ocean storms. Those experiences, as well as his post as a cruising consultant to Quantum Sail Design Group, make him the perfect person to talk about Emergency Sail Repairs at Sea.

Richard Spindler



RICHARD SPINDLER

Back in 1977, Richard saw a niche that needed filling. That year, he founded *Latitude 38* magazine, producing the first few issues aboard the sailboat that he and is wife lived aboard. Today, 27 years later, Richard and the *Latitude 38* crew are still inspiring sailors the world over to enjoy sailing on many levels. In 1994, he created the enormously popular Baja Ha-Ha Cruisers' Rally from San Diego to Cabo San Lucas, which has drawn nearly 1,000 entries during its 10-year run. Richard will make you laugh and may even inspire you to cast off the docklines in search of seafaring adventures.

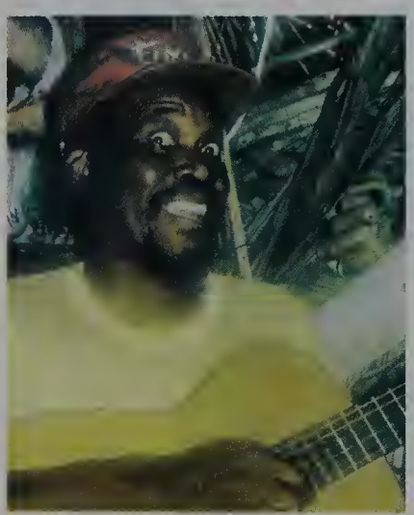
Passagemakers New to PSE



PAT HENRY

Show organizers are always on the lookout for passagemakers who are new to the show and bring fresh insights to the seminar program. This year meet solo circumnavigator and author Pat Henry, who went to sea with a failed marriage and business in her wake – equipped only with her 31-ft boat, $300, and lots of optimism about rebuilding her life. Eight years and 40 countries later, she set anchor in Puerto Vallarta, Mexico, where she now runs a sailing school, Coming About™. Henry will talk about her solo odyssey at sea.

If you are planning your first offshore passage, head to the sessions with Christian Pschorr – a delivery skipper and instructor who lives aboard a steel-hulled schooner with his family. Hylas Offshore Yachts presents Pschorr's two-part series on offshore voyaging. Part I will cover how to prepare for an offshore passage; Part II includes his wisdom on how to manage day to day once you are out at sea.



FOXY CALLWOOD

Foxy of Jost Van Dyke

Foxy Callwood from Jost Van Dyke in the British Virgin Islands is planning a trip to Pacific SAIL EXPO for the first time ever! Those of you who have visited the BVI and Foxy's know what fun he can be, and we're sure you'll want to catch his PSE appearance. Those of you who have never met this legendary Caribbean character are in for a treat that will inspire your dreams of sailing in the BVI. Foxy's Tamarind Bar has been a centerpiece of cruising life for over 30 years, home to great events, including Foxy's Woodenboat Regatta. The spirit that infuses life in Jost Van Dyke travels with Foxy wherever he goes.

Barbara Marrett



BARBARA MARRETT

Barbara Marrett is the West Coast Contributing Editor for *Cruising World* magazine, and a lecturer and seminar leader. North to Norway and Alaska, and south to Australia, Barbara has been cruising in a variety of boats for the last 17 years. She often serves as professional crew aboard the Orange Coast College School of Sailing and Seamanship sail-training vessel *Alaska Eagle*. She is co-author of the cruising book, *Mahina Tiare; Pacific Passages*. A USCG-licensed captain and US Sailing-certified instructor, Barbara is also an advisory board member of the National Women's Sailing Association and is responsible for organizing many of their 'Take the Helm' days.

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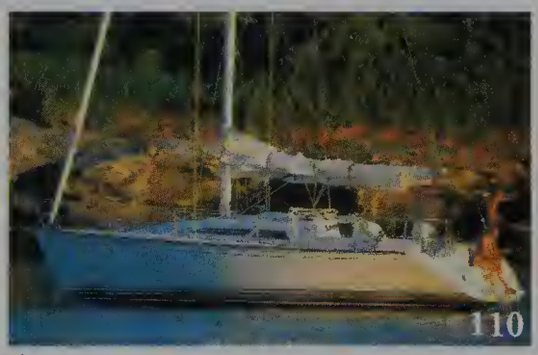

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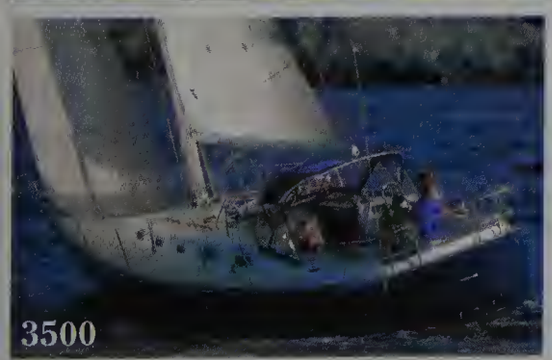

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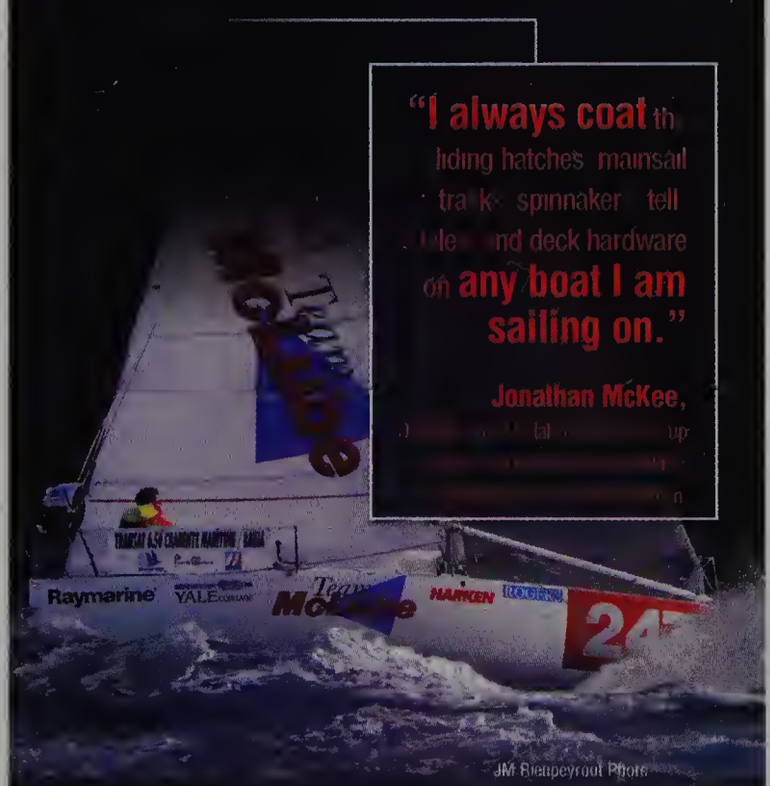
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Jonathan McKee,



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Congratulations to Team McLube for putting the smooth back into sailing." Peter & Olaf Harken

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SEMINARS

Ultimate Sailing with Gary Jobson



GARY JOBSON

Let world-class sailor and ESPN commentator Gary Jobson show you the glamorous side of the racing world: His presentation on Ultimate Sailing will take you to grand prix racecourses all over the globe. Jobson has a unique perspective, both as a world-class competitor in his own right (one of his early successes was winning the America's Cup as tactician with Ted Turner in 1977) and as a journalist: he knows the hearts and minds of the competitors who gravitate toward our sport's ultimate contests – the ones who enjoy skating on the edge and sailing at high speed for high stakes.

Cruise Mexico on Friday

If you want to learn more about the cruising grounds of Mexico, make a plan to spend Friday at the show. Friday's seminar schedule focuses on Mexico – and you'll soak up some added ambiance to put you in the mood for a detour south as the mariachi band Mariachi Tradición Mexicana roams through the show.

A day under the seminar tent will be like listening to a live cruising guide with experts and veteran cruisers who know these waters well. Solo circumnavigator Pat Henry, who calls Puerto Vallarta home, will give you an insider's view of her hometown waters of Banderas Bay. The founder of the Baja Ha-Ha, Richard Spindler, will help you look at your options by comparing Mexico and Caribbean cruising grounds. Barbara Marrett, who has sailed as far north as Alaska and as far south as Australia, and Danielle Dignan will give you the skinny on Baja and the Sea of Cortez. There will even be sessions on chartering and a useful lesson on how to organize your paperwork to sail south of the border. World cruisers John and Amanda Neal are Friday's Stars Who Come Out at Night, and they'll cap a full day of seminars with their presentation on cruising to Mexico and Beyond!



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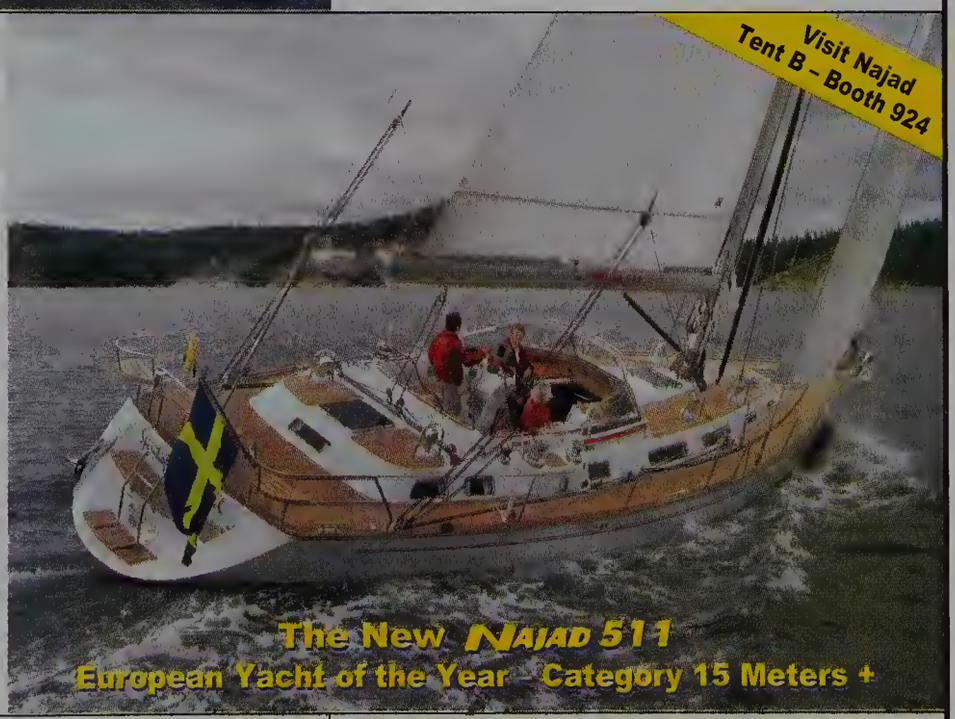
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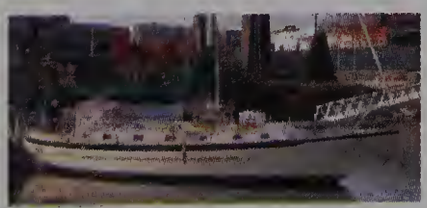
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Wednesday, April 14

4:30 *Preparing for your first Blue Water Passage*

Thursday, April 15

3:00 *South Pacific Cruising from San Francisco to New Zealand*

4:30 *Sailing to Europe from San Francisco in One Summer*

Friday, April 16

3:00 *Blue Water Fishing Simplified*

4:30 *Storm Avoidance & Survival Tactics*

Saturday, April 17

1:30 *Galley Essentials - Provisioning and Dining Afloat*

3:00 *Sailing Women - Rewards of the Cruising Lifestyle*

4:30 *Preparing for your first Blue Water Passage*

When not presenting, John & Amanda will be at the Authors Table to answer your cruising questions

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SEMINARS

Randy Repass

As founder and chairman of West Marine, the largest supplier of pleasure boat accessories in the U.S., Randy Repass has a comprehensive overview of sailing equipment and technology. He sees the latest developments; he knows what technology is brewing. So when Repass decided to build a sailboat that he and his family could take on extended cruises, many were eager to see his choice. Repass teamed up with Wyliecat, the California company that has proven how useful a modern catboat rig can be – one built of freestanding carbon fiber, without runners or jibsheets or vangs. Come to PSE to see the unique and innovative boat that will carry Repass, his wife Sally-Christine Rodgers, and their three children to faraway ports. In a series of seminars onboard (see the schedule on page 33) and two seminars in the tents (see page 28), you'll be able to get an inside view of Repass's just-launched Wylie 65. A sistership was built with scientific research and exploration in mind and equipped to carry scientists and 5,000 pounds of gear on extended passages. Repass's boat has been customized to carry his family the distance: They hope to eventually sail her to the South Seas. Attend an onboard seminar to see how Repass and Wyliecat have worked together to redefine the performance cruiser.



RANDY REPASS



WYLIECAT 65 SISTERSHIP



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Compare Exterior Dimensions

Actual length of hull
Genoa track length
Width of weather decks
Mainsheet winch size
Halyard winch size
Primary winch size
Traveler length
Cockpit length
Stanchion height
Rigging diameter
Length of handrails
Sail Area (I, J, P, E)
Ballast weight
Quantity, size and rating of batteries
Horsepower of auxiliary engine

Compare Interior Quality

Standard Features

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- Full fiberglass hull liner
- Rust resistant innerspring mattresses*
- Choice of interior upholstery
- Chrome on brass faucets*
- Recessed directional halogen lighting
- Aromatic, cedar-lined lockers
- ABYC compliant breaker panel with space for additional breakers

Compare Interior Dimensions

Berth lengths
Headroom
Number of cabinets
Number of opening hatches
Fresh water capacity
Fuel capacity
Holding tank capacity
Icebox capacity
Number of opening ports
Number of deck hatches
Number of A.C. outlets

*most models

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SEMINARS (as of 3/5/04)

ALL SEMINARS *FREE* WITH SHOW ADMISSION

Three seminar rooms will be hosting a continuous seminar program for the full five days of the show. This extensive program is broken down into levels geared to all types of sailors – from those just getting started to the more experienced, advanced racer and cruiser. Check our Web site, **www.sailamerica.com**, for the most up-to-date topics and times.



Time	Area	Topic	Expert	Sponsor
Wednesday, 4/14				
12:30pm to 1:30pm	A	Cost Control While You Cruise	Lin & Larry Pardey	Paradise Cay
	B	Canal Cruising in the South of France	Ralph Folsom	Sea Fever Gear
	C	Free Energy from the Wind	John Gambill	Hotwire
1:45pm to 2:45pm	A	Hurricane!	Marti Brown	SeaTech
	B	Marine Life in the Sea of Cortez	Gerry Cunningham	Gerry Sea of Cortez Charts
	C	Basic Celestial Navigation	Ken Gebhart	Celestaire
3:00pm to 4:00pm	A	High Voltage DC Electronic Power Systems	Bruce Nelson	Glacier Bay
	B	Voyaging to Remote S. Pacific Pitcairn Easter Island	Brad Avery	Orange Coast College
	C	Coast Guard Captain's Licensing	H.G. 'Rags' Laragione	Maritime Institute
4:30pm to 5:30pm	A	Preparing for Your First Blue Water Passage	John & Amanda Neal	Mahina Expeditions
	B	Cosmetic Fiberglass Repairs	Jan Mundy	*DIY* Magazine
	C	TBD		
STARS COME OUT AT NIGHT				
5:45 to 7:00pm	A	Cutting Edge Systems for Today's Performance Cruiser	Randy Repass	West Marine
Thursday, 4/15				
10:30am to 11:30am	A	Outfitting for Blue Water Cruising	Pam Wall	West Marine
	B	Secrets of Successful Cruising	Capt. Joan Gilmore	American Sailing Association
	C	A Woman's Solo Odyssey Around the World	Pat Henry	PK Henry Productions
11:45am to 12:45pm	A	Cutting Edge Systems for Today's Performance Cruiser	Randy Repass	West Marine
	B	Storm Tactics	Lin & Larry Pardey	Paradise Cay
	C	Liferafts: Deployment, Survival and Rescue	George Byer	WINSLOW LifeRaft Co.

*All seminars are subject to change; for updates, dates, times & locations check our Web site **www.sailamerica.com** and the Show Program when you arrive.*

SEMINARS

Time	Area	Topic	Expert	Sponsor
Thursday, 4/15 (cont.)				
1:00pm to 2:00pm	A	Basic Marine Weather Safety Tools	Lee Chesneau	*Ocean Navigator*/NOAA
	B	Exploring Antarctica	Brad Avery	Orange Coast College
	C	Rope Splicing Demonstration	Ben Moon	Ronstan/Marlow Ropes
2:15pm to 3:15pm	A	Provisioning Made Easy	Barbara Marrett	West Marine
	B	A Family Sails Around the World	Pam Wall	West Marine
	C	Batteries and Charging Systems for Cruising	Jack Scullion	Jack D. Scullion Yacht Services
3:30pm to 4:30pm	A	San Diego to Bahia de Manzanillo	Jeff Johnstone	J/Boats
	B	South Pacific Cruising from SF to New Zealand	John & Amanda Neal	Mahina Expeditions
	C	Basic Celestial Navigation	Ken Gebhart	Celestaire
4:45pm to 5:45pm	A	Emergency Sail Repairs at Sea	Capt. Jack Klang	Quantum Sailmakers
	B	Sailing to Europe	John & Amanda Neal	Mahina Expeditions
	C	Email, Weather and Stock Cruising Services	Mark Freeberg	OCENS
THE STARS COME OUT AT NIGHT				
6:00pm to 7:15pm	A	Spreading the Word	Tom Leweck	*Scuttlebutt*

continued on page 30

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SEMINARS (cont. from page 29)

Time	Area	Topic	Expert	Sponsor
Friday, 4/16				
MEXICO CRUISING DAY! Mexico Cruising Seminars are highlighted in red.				
10:30am to 11:30am	A	Paperwork Required to Cruise into Mexico	Diego Fernandez	Baja Naval
	B	Safety Equipment at Sea	Chuck Hawley	West Marine
	C	Outfitting for Blue Water Cruising	Pam Wall	West Marine
11:45am to 12:45pm	A	Cruisin' Banderas Bay, Puerto Vallarta	Pat Henry	PK Henry Productions
	B	Storm Tactics	Lin & Larry Pardey	*Cruising World*
	C	Coast Guard Captain's Licensing	H.G. 'Rags' Laragione	Maritime Institute
1:00pm to 2:00pm	A	Gunkholing in the Sea of Cortez	Gerry Cunningham	Gerry Sea of Cortez Charts
	B	Sail Repair for Cruisers	Carol Hasse	Hasse Sailmakers
	C	Practical Celestial Navigation	Ken Gebhart	Celestaire
2:15pm to 3:15pm	A	Chartering in Mexico	David Rohr	The Moorings
	B	West Marine Pacific Cup: San Francisco to Oahu	Experienced Racers	West Marine Pacific Cup
	C	Windchargers: Mounting Options, Batteries	Peter Sanguinetti	Trillium Windmills
3:30pm to 4:30pm	A	Exploring Baja and the Sea of Cortez	Danielle Dignan & Barbara Marrett	*Cruising World*
	B	Blue Water Fishing Simplified	John & Amanda Neal	Mahina Expeditions
	C	Offshore Safety Panel: Industry Experts Speak Out	Safety Experts	Florida Safety Products
4:45pm to 5:45pm	A	Comparing Caribbean & Mexico Cruising	Richard Spindler	*Latitude 38*
	B	Storm Avoidance and Survival Tactics	John & Amanda Neal	Mahina Expeditions
	C	Knot Tying	Capt. Jack Klang	Quantum Sails
THE STARS COME OUT AT NIGHT				
6:00pm to 7:15pm	A	Mexico and Beyond!	John & Amanda Neal	Mahina Expeditions
Saturday, 4/17				
10:30am to 11:30am	A	How to Restore Dull and Faded Gelcoat	Jan Mundy	*DIY* Magazine
	B	Offshore Safety Outfitting	Bruce Brown	Bruce Brown Associates
	C	Tall Ships Are Coming!	Rob Hofmann	A.S.T.A.
11:45am to 12:45pm	A	Ultimate Sailing	Gary Jobson	Jobson Sailing
	B	Inside Passage and Alaska	Barbara Marrett	*Cruising World*
	C	Chartering 101: Everything You Need to Know	Peter Cook	Sunsail Charters
1:00pm to 2:00pm	A	Exploring the Pacific Coast Seattle to San Diego	Mark Bunzel	Fine Edge
	B	Docking Simplified	Peter Pisciotta	*DIY* Magazine
	C	A Woman's Solo Odyssey Around the World	Pat Henry	PK Henry Productions
2:15pm to 3:15pm	A	Offshore Passagemaking, Part I	Christian Pschorr	Hylas Offshore Yachts
	B	Galley Essentials: Provisioning & Dining Afloat	Amanda Swan Neal	Mahina Expeditions
	C	Rope Splicing Demonstration	Ben Moon	Ronstan/Marlow Ropes

SEMINARS

Time	Area	Topic	Expert	Sponsor
Saturday, 4/17 (cont.)				
3:30pm to 4:30pm	A	Ultimate Sailing	Gary Jobson	Jobson Sailing
	B	Sailing Women Panel: Rewards of the Cruising Lifestyle	Amanda Swan Neal	Mahina Expeditions
	C	Ken Gebhart	Celestaire	Practical Celestial Navigation
4:45pm to 5:45pm	A	Designing Cold Boxes for Boats	N. Bruce Nelson	Glacier Bay
	B	Preparing for Your First Blue Water Passage	John & Amanda Neal	Mahina Expeditions
	C	Knot Tying	Capt. Jack Klang	Quantum Sailmakers
THE STARS COME OUT AT NIGHT				
6:00pm to 7:15 pm	A	Baja Ha-Ha	Richard Spindler	*Latitude 38*
Sunday, 4/18				
10:30am to 11:30am	A	Canal Cruising in the South of France	Ralph Folsom	Sea Fever Gear
	B	Sailing to and Cruising the Hawaiian Islands	Barbara Marrett & Carol Hasse	West Marine
	C	Can I Really Do the TransPac on My Boat?	David Kory	Tradewinds Sailing

continued on page 32

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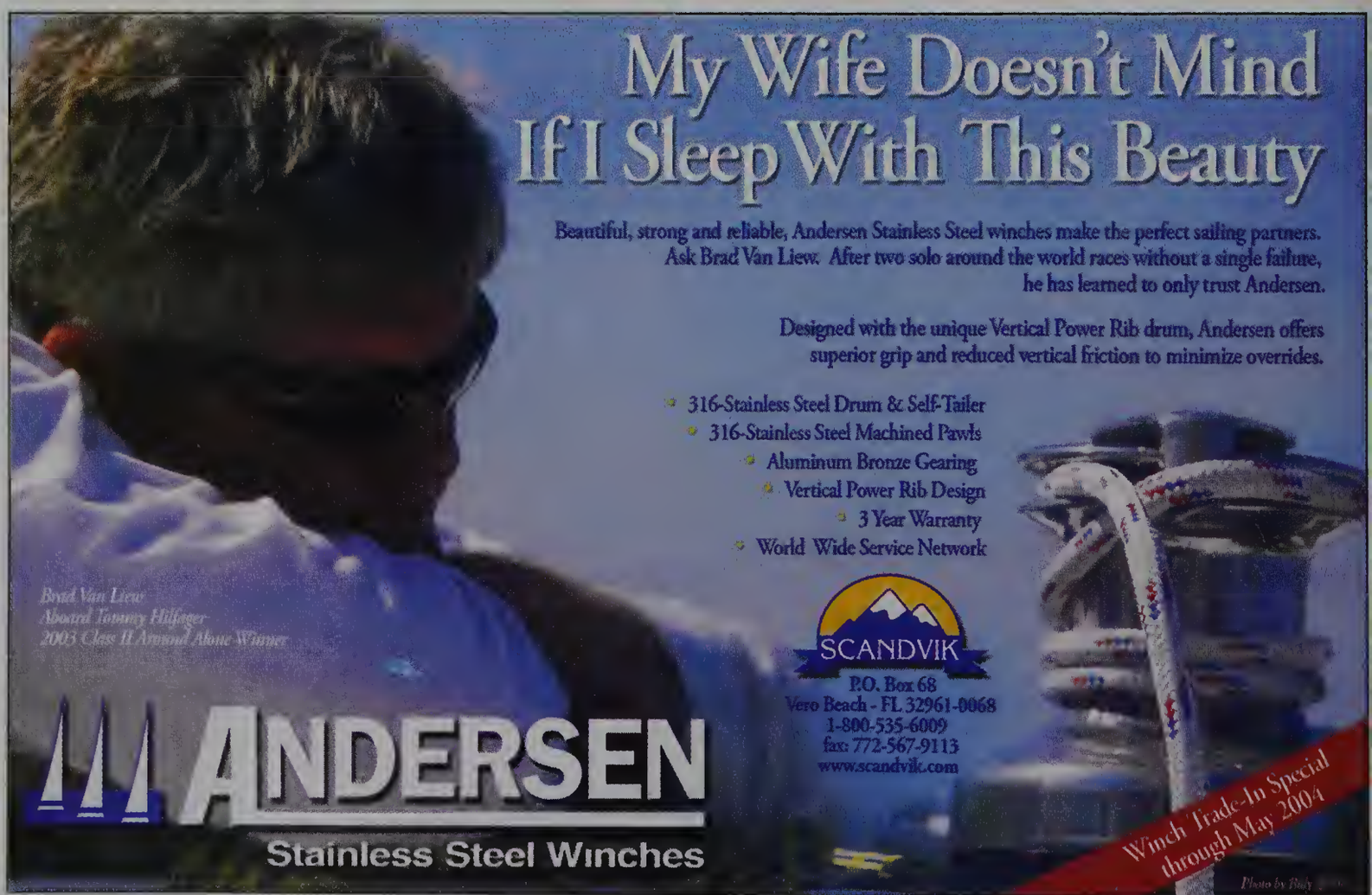


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SEMINARS (cont. from page 31)

Time	Area	Topic	Expert	Sponsor
Sunday, 4/18 (cont.)				
11:45am to 12:45pm	A	Storm Preparations While Cruising	Pam Wall	West Marine
	B	Email at Sea	Marti Brown	SeaTech
	C	Tall Ships: A Floating Classroom	Rob Hofmann	A.S.T.A.
1:00pm to 2:00pm	A	Ultimate Sailing	Gary Jobson	Jobson Sailing
	B	Circumnavigating New Zealand	Brad Avery	Orange Coast College
	C	Secrets of Successful Cruising	Capt. Joan Gilmore	American Sailing Association
2:15pm to 3:15pm	A	Offshore Passagemaking, Part II	Christian Pschorr	Hylas Offshore Yachts
	B	Heavy Weather Sailing, Part I	Carol Hasse	Hasse Sailmakers
	C	Chartering 101: Everything You Need to Know	Fiona Bruce	Sunsail Charters
3:30pm to 4:30pm	A	Storm Tactics	Lin & Larry Pardey	*Cruising World*
	B	Heavy Weather Sailing, Part II	Carol Hasse	Hasse Sailmakers
	C	Basic Celestial Navigation	Ken Gebhart	Celestaire

The week following Pacific SAIL EXPO, don't miss PACIFIC POWERBOAT EXPO **APRIL 22-25 JACK LONDON SQUARE**



ON-BOAT SEMINARS

Scheduled tours on featured boats that explain the unique and different aspects that make these boats special. To reserve your spot on one of the guided tours, visit the specific boat and sign up.

THE BOATS



HAWAIIAN CHIEFTAIN

Greystone: Wylie 65, tour capacity: 8, presented by West Marine. View cutting edge systems custom designed to redefine the term 'performance cruising boat'.

Hawaiian Chieftain: 103-ft tall ship, tour capacity: 25, presented by *Hawaiian Chieftain.*
A one-hour, hands-on tour, conducted by our costumed educators. Line Handling (and the lives of sailors), Navigation (and the lives of officers), History (the hands-on story of many cultures meeting along the Pacific Coast two centuries ago). Also offering 90-minute sail training sails at an added cost of $20 per person. Reserve in advance at www.hawaiianchieftain.com.

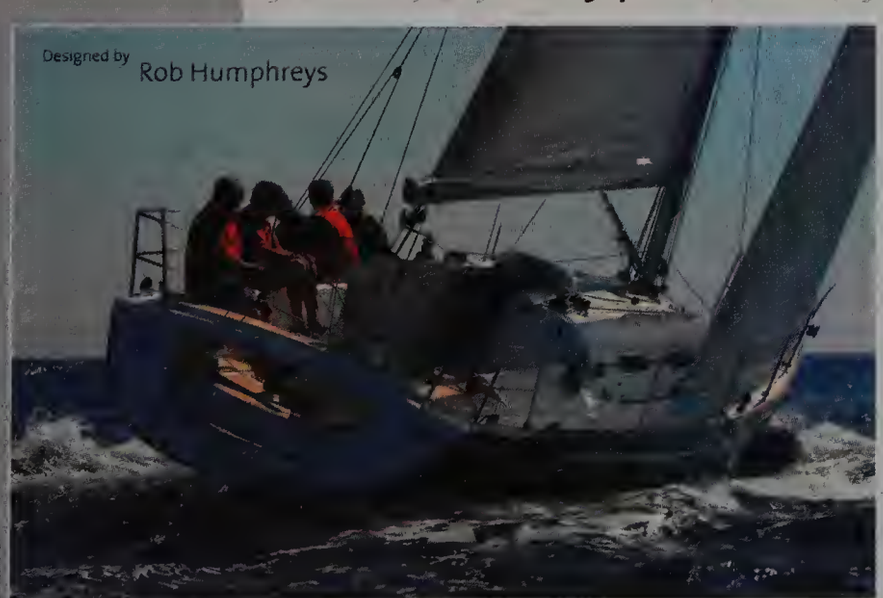
Alma: 80-ft tall ship, tour capacity: 20, presented by SF Bay Maritime Museum. Built in 1891, this Bay Area scow schooner will surely delight sailors and visitors by providing a glimpse of Bay Area maritime history.

Surprise: Schumacher 46, presented by West Marine Pacific Cup Committee. This tour is designed to show examples of safety and racing systems for the 2,500 mile West Marine Pacific Cup from San Francisco to Hawaii, and other offshore events.

Alaska Eagle: 65-ft 1977 Whitbread winner and current training vessel, presented by Orange Coast College.

see schedule on page 34

E L A N 37



elan

Elan Marine c/o James Nolan Associates Inc., P.O. Box 53317, Washington DC 20009, Tel: 410 336 2240, Fax: 202 478 1740, Email: jamesnolan@elan-marine.us

West Coast: Oceanfast Yachts, Inc., 2222 East Cliff Dr., Santa Cruz, A 95062
www.oceanfastyachts.com Tel: 831 476 5202 Fax: 831-476-5238

Performance

The Elan 37 hull has a fine entry for easy motion and efficient upwind work, developing into a relatively full and fair afterbody that will promote power and rewarding offwind speeds.

Safety

With good stability from the race-bred keel, rudder, rig and hull shape the Elan 37 will be very much a helmsmans boat, responsive without being jittery.

Quality

Germanischer Lloyd

The Elan range of performance cruising yachts are all built under permanent technical supervision of Germanischer Lloyd for Sailing Yacht specifications on a hull structure designed to give any sailor confidence. The rich wooden interiors are just one outstanding example of the quality and finish.





HARKEN spinlock

ON-BOAT SEMINARS

SCHEDULE *see descriptions on page 33*

Wednesday, April 14

Greystone	Hawaiian Chieftain	Alma	Surprise	Alaska Eagle
1:00pm	Dock Tour: 1:00pm	2:00pm	2:30pm	12:30pm
5:00pm	SAIL Training: 4:00pm*	5:30pm	6:00pm	4:00pm

Thursday, April 15

Greystone	Hawaiian Chieftain	Alma	Surprise	Alaska Eagle
11:00am	Dock Tour: 12:00pm	2:00pm	2:30pm	12:30pm
5:00pm	SAIL Training: 4:00pm*	5:30pm	6:00pm	4:00pm

Friday, April 16

Greystone	Hawaiian Chieftain	Alma	Surprise	Alaska Eagle
11:00am	Dock Tour: 11:00am	11:30am	12:00pm	11:00am
2:00pm	Dock Tour: 1:00pm	2:00pm	2:30pm	12:30pm
5:00pm	SAIL Training: 4:00pm*	5:30pm	6:00pm	4:00pm

Saturday, April 17

Greystone	Hawaiian Chieftain	Alma	Surprise	Alaska Eagle
11:00am	Dock Tour: 11:00am	(not at show	12:00pm	11:00am
2:00pm	SAIL Training: 1:00pm*	on Saturday)	2:30pm	12:30pm
5:00pm	Dock Tour: 3:30pm		6:00pm	4:00pm
	SAIL Training: 5:30pm*			

Sunday, April 18

Greystone	Hawaiian Chieftain	Alma	Surprise	Alaska Eagle
11:00am	Dock Tour: 11:00am	11:30am	12:00pm	11:00am
1:00pm	SAIL Training: 3:00pm*	1:00pm	1:00pm	1:00pm
3:00pm		3:00pm	3:00pm	3:00pm

**SAIL Training added fee: $20 per person in advance. See www.hawaiianchieftain.com.*



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BOATS ON DISPLAY (as of 3/5/04)

Where else on the West Coast can you see 100 new sailboats in a day? Everything from small dinghies to multihulls, racer/cruisers of all sizes, inflatable tenders, coastal cruisers, and boats built to go the distance offshore. As the largest sailboat show on the West Coast, Pacific SAIL EXPO offers you that type of fleet. If you're in the market to buy this year, a trip to the show will give you valuable one-on-one time with builders. If you're not in the market to buy this year, a trip to the show will give you lots to dream about... Here is a list of the boats on display at PSE 2004. Boats highlighted in yellow are making their West Coast debut here.

Achilles Inflatables

Aquadutch Inflatable boats

Avon

Beneteau 323
Beneteau 331
Beneteau 36.7
Beneteau 373
Beneteau 393
Beneteau First 40.7
Beneteau 423
Beneteau 473

C&C 99
C&C 121

Caliber 40 LCR

Caribe Inflatables



LAGOON 410

Catalina 250
Catalina 320
Catalina 350
Catalina 36


HYLAS 54

Catalina 387
Catalina 400
Catalina 470

Catana 43

Corsair 31
Corsair 36

Elan 37

Gemini 34

Grand Soleil 40

Hobie Cat
Hobie Fishing
Hobie Kayaks

Honda Marine

Hunter Xcite
Hunter Liberty
Hunter 146
Hunter JY15
Hunter 170
Hunter 216
Hunter 260
Hunter 33
Hunter 36

Hunter 386
Hunter 41
Hunter 420
Hunter 44
Hunter 466

Hylas 46
Hylas 49
Hylas 54


X-43

Island Packet 370
Island Packet 380

J/109
J/42
J/133

Jeanneau Sun Fast 35
Jeanneau Sun Odyssey 32
Jeanneau Sun Odyssey 35
Jeanneau Sun Odyssey 43
Jeanneau Sun Odyssey 43 DS
Jeanneau Sun Odyssey 49

Lagoon 410

Laser

Lido 14

MacGregor 26

Morris

Nauticat 39
Nauticat 515

Nomad

Optimist

View updates at www.sailamerica.com

continued on page 36

Breathable • Technical Weathergear

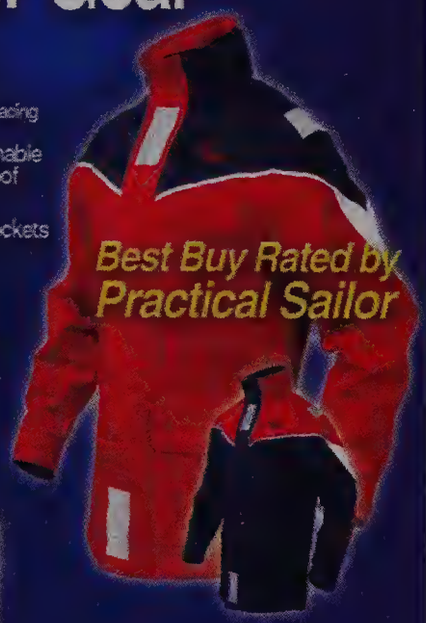
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Inshore Jacket
Ideal for Coastal Cruising and Racing

- AIRTECH Fabric - Breathable Waterproof & Windproof
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- Stowaway Hood
- Reflective Tape
- Double Storm Flap
- Available in Navy or Red
- Adjustable Inner & Outter Cuffs

Suggested Retail Price: $155





Inshore Pants
Ideal for Coastal Cruising and Racing

- AIRTECH Fabric - Breathable Waterproof & Windproof
- Fully Taped Seams
- Fully Lined
- Elastic Shoulder Straps
- Reinforced Seat & Knees
- Elastic Waist
- Large Pockets with Drain Holes

Suggested Retail Price: $100

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www.ronstan.com



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BOATS ON DISPLAY

continued from page 35

Photon 14

Raider

Sabre 386
Sabre 426

Santa Cruz 52

Santana 20
Santana 22

Seawind 1000

Sunfish

Tartan 3700
Tartan 4100
Tartan 4400

Trinka

Valiant 42

Vector

VILM 116

Walker Bay



TARTAN 4400

Wauquiez 40
Wauquiez 45

West Wight Potter

Wyliecat 65

X-43

Zodiac

Special Event Boats:

Chinese Junk *Grace Quan*

Hawaiian Chieftain

Open 60
Alaska Eagle

Schumacher 46
Surprise
Pacific Cup
Race Boat

Scow Schooner
Alma



ALMA – CLASSICS ON DISPLAY TOO!



Notice to Mariners:
Please check our Web site, **www.sailamerica.com,** regularly for changes, additions and updates to this list of boats on display.

EXHIBITORS (as of 3/5/04)

With more than 300 exhibiting companies traveling from throughout the United States, Canada, Europe, and as far afield as New Zealand and Hong Kong, Pacific SAIL EXPO is a massive all-sail marketplace. But a trip to the show is not only a valuable opportunity to look, it's also a valuable opportunity to learn about the latest developments in gear and equipment. Companies not only bring their products, they bring designers, engineers, and specialists who travel hundreds of miles to tell you about the products they make.

Exhibitors

3M Marine Trades
48° North
A & M. P. Z. Enterprises
AB Marine, Inc.
ACC Marine
Achilles
ACR Electronics, Inc.
ACR Inflatable Boats
Airhead Toilet
Alaska Eagle Voyages/
Orange Coast College

Meet the Experts – Most exhibitors will have company experts available direct from the factory.

Allstate Insurance
American Battery Co.
American Sailing Assn.
Anacortes Yacht Charters
Antioch Marina
Aquadutch-YSH, LLC
AquaMarine, Inc.
Arena Yacht Sales
Arne Jonsson Boat Builders
ATN
Atomic Tape/Atomic
Concept Group, Inc.
Avon
Awlgrip North America
Baja Naval Boatyard
and Marina
Ballena Isle Marina/
Almar, Ltd.
Ballenger Spar Systems, Inc.
Balmar
Barz Optics
Beacon Marine Credit
Bellhaven Yacht Charters
Beneteau USA, Inc.
Beta Marine
Binoculars Etc.
Bitter End Yacht Club
Blue Water Sailing
Boat Guys
Boat Leather
Boatswain's Locker
Boomkicker
Bottomsiders/CSI
British Virgin Islands
Tourist Board
Brookes & Gatehouse
Bruce Brown & Associates
C&C Yachts
C Cushions, Inc.
C. Sherman Johnson Co.,
Inc./Johnson Marine
Cali Optics Importer
Caliber Yachts, Inc.
California Corrosion
Concepts
Catalina Yachts



Catana Catamarans
Celestaire, Inc.
Clamptite-Nautica
Promotions
Club Nautique
CNB/Lagoon
Coast to Coast
Distribution, LLC
College of Marin Sail Team
Community Mattress
ComNav Marine, Ltd.
Complete Cruising
Solutions
Corsair Marine, Inc.
Cruising Cats USA
Cruising Specialists
Cruising World Magazine
Customer One Financial
Damp Rid, Inc.
Davis Instruments Corp.
Day Sailer Class Assn.
Detco Marine
DeWitt Studio and Gallery
Dimen Marine
Discover Sailing
Discovery Yachts
DIY Boat Owner Magazine
Dockside Media Group
Doyle Sailmakers
Dutchman MVB, Inc.
Earth Island Institute
Edson International
Emery Cove Yacht Harbor
Emeryville Marine, LLC
Essex Credit Corp.
Etchells Fleet 12
Euro Marine Trading
E-Z-JAX Systems, Inc.
Fairport Yachts/
Tartan and C&C Yachts
False Bay Boxes
Farallone Yacht Sales, Inc.
Fiorentino Para Anchor
Fischer Panda
Generators, Inc.
Fisheries Supply Co.
Flex-O-Fold North
America, Inc.
Florida Safety Corp.
Forespar Products Corp.
Fortress Marine Anchors
Freebag

ON DISPLAY

Acoustic Materials,
Noise Suppression
Additives: Cooling Systems,
Diesel, Gasoline, Oil
Aftermarket Engine
& Outdrive Parts
Air Compressors
Air Conditioning,
Ventilation & Heating
Alternate Energy Sources:
Solar, Water, Wind
Aluminum Boats
Anchor Rollers
Anchors, Chocks
& Ground Tackle
Antennas
Art & Sculptures
Autopilots
Auxiliary-Powered Sailboats
Banking & Finance
Batteries: Storage &
Accessories
Battery Chargers
Battery-Powered Propulsion
Bearings, Seals & Gaskets
Bedding: Sheets, Fitted
Mattresses
Bilge Pumps & Blowers
Binoculars & Telescopes
Boarding Devices
Boat Cleaning & Detailing
Boat Lifts
Boat Owner Associations
Boat Trailers
Boat, Canoe &
Watercraft Rentals
Boatbuilding & Repairing
Machinery
Boating Resorts
Books, Music, CD-ROMs
& Videotapes
Bow Thrusters
Brackets &
Instrument Housing
Brokerage Yacht Sales
Brushes (for Painting
& Cleaning)
Buoys
Cameras & Photography
Equipment
Car Top Carriers
Carpet Materials &
Floor Coverings
Carry-Bags, Backpacks
& Luggage
Certification & Testing

continued on page 38

EXHIBITORS (cont. from page 37)

Frigoboat Refrigeration/ Swedish Marine
Furlboom/Yachting Systems of America
Furlex



Furuno U.S.A., Inc.
Ganis Credit Corporation
Garhauer Marine
GBG Enterprises, Inc.
General Boats International
Gerry Cruising Charts
Gill North America
Glacier Bay, Inc.
Grand Prix Sailing Academy
Grand Soleil
Guy Cotten, Inc.
H&S Yacht Sales
Hallberg-Rassy
Hammex Hawaii
Handcraft Mattress Co.
Hansen Rigging
Harken, Inc.
Hayn Enterprises, LLC
Helmut's Marine Services, Inc.
Helms Yacht Service
Henri Lloyd NA, Inc.
High Seas Trading Co.
Hobie Cat
Holt
Hong Kong Sail Makers
Hotwire Enterprises
HRO Systems
Hunter Marine Corp.
Hydrovane Self Steering, Inc.
Hylas Yachts, Inc.
Icom America, Inc.
IMTRA Corp.
INDEL Marine USA Inc.
Inflatable Fender Co./ Praktek, Inc.
Inflatable Life Rafts
Interlux Yacht Finishes
Interwestern Sales, Inc.
Inter-Yacht, Inc.
Island Boat Lettering
Island Packet Yachts
J/World
Jack D. Scullion Yacht Services
Jeanneau America, Inc.
Johannsen Boat Works, Inc.
Johnson Hicks Marine Electronics
Karlyn Group, LLC
KAS Assoc., Ltd.
Kato Marine
Kiriacoulis Mediterranean
Kite Wind Surf
Larsen Sails/Neil Pryde Sails
Latitude 38
Latitudes and Attitudes
Lee Sails of Northern California
LeFiell Manufacturing
Lewmar, Inc.

***"As always, the vendors were all extremely helpful. It's a real treat to actually talk to the owners/presidents/CEOs of many of the companies. I got some valuable information from them."* – PSE showgoer**

Lil Suckers
Lin & Larry Pardey
Lovett Marine, Inc.
M.M.I.
Malö Yachts
Marc Bohn Yacht Design, Inc.
Mareblu Nautical Imports
Mariah's Eyes Photography
Marine Barbecues
Marine Servicenter
Mariner Boat Yard
Mariner's Choice
Mariner's Hardware
Maritime Institute, Inc.
Maritime Trading Co.
Martec Engineering Corp.
Maxwell Winches, Inc.
Mazatlan Marine Center
McGinnis Insurance
Meridian Yacht Sales
Metal Polish Pros
Modern Sailing Academy
Montana Cinch
Monterey Bay Marine
Morgan Marine
Mustang Survival
Nauti Gear
Nautical Gold Creations
Nautical Promotions/ Clamptite Tools
Nauticat Pilothouse Sailing Yachts
NEATitems.com
Nelson Yachts
New England Ropes, Inc.
New Found Metals, Inc.
Newcoast Financial Services
North Sails San Francisco
Northern Lights/Lugger
Oakland Yacht Club
Ocean Marine Systems
Ocean Navigator
OCENS
OCSC Sailing
Offshore Sailing School
Olive Drab Enterprises
Orange TKO
Orca Gear, Inc.
Outbound Yachts
P.Y.I., Inc.
Pacific Coast Canvas
Pacific Cup Yacht Club
Pacific Seacraft Corp.
Pacific Yacht Imports
Paradise Cay Publications
Passage Yachts, Inc.
Pelican Products
Performance Catamaran
Philadelphia Resins Corp.
Pineapple Sails
Polarized Optics
Porta-Bote Int'l
Profurl, Inc.
Pro-Line Paint/ Sherwin-Williams Co.

ON DISPLAY (cont. from p. 37)

Chairs: Deck & Beach
Charter Boats, Sail
Charter Operators
Cleaners & Polishes
Cleaning Rags, Mops, Chamois, Dusters
Cleats & Dock Hardware
Clocks, Chronometers & Barometers
Clothing & Footwear
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Compounds: Adhesives, Caulking, Glue
Compressors, Air & Gas
Computer Software
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Consultants
Cookware & Grills
Co-op Yacht Ownership
Core Materials: Balsa, Foam, Composites
Corrosion Protection
Covers for: Boat, Sails, Seats, Deck
Cradles
Cruising Sailboats
Cuddy Cabins
Custom Boat & Yacht Builders
Custom Sailboats
Davits
Daysailers
Deck Boats
Decking
Dehumidifiers, Air Filtration
De-icing Equipment
Depthsounders
Desalinators: Water Purifiers, Watermakers
Dinghies (Rowing & Motorized)
Dinghies (Sailing)
Dinghy Davits
Direction Finders
Distress Signals & EPIRBs
Diving Equipment: Skin & Scuba Gear
Dock & Pier Installations, Mooring Systems
Dock Boxes
Dockominiums
Dockside Equipment: Carts, Pumpouts, Power Connects
Documentation Service
Doors/Windows
Education

EXHIBITORS

Quantum Pacific
Raymarine, Inc.
Reefurl
Regina of Vindo
Reynolds Sailing Catamarans
Rhodes 22
Richards Marine Marketing, Inc.
Rigging Only
R-Mac Properties
Rodman & Co., Inc.
Romaine Marine
Ronstan International, Inc.
Rum Reggae
Sabre Yachts
Sail California
Sail Care, Inc.
Sail Classics, Inc.
SAIL Magazine
Sail Trim Guides
Sailing Angles, Inc.
Sailing Magazine
Sailing Obsession
Sailing World
Sailplans.com
Sailrite
Sailtime San Francisco Bay
Sal's Inflatable Services, Inc.
Samson Rope Technologies
San Francisco Maritime National Park Association
San Juan Sailing
Santa Cruz Yachts, LLC
Santana
Saveke Offshore Expeditions
Scandvik, Inc.
Scanmar International
Schaefer Marine, Inc.
Schooner Creek Boat Works
SCULLY Fin
Sea Chart Art
Sea Fever Gear
Seacoast Marine Finance
Seacraft Yachts Sales
Sealand-Fox Marine Co.
Seaport Marine
SeaTech Systems
Secure Mooring Connection Anchor

Electric Motors
Electric Systems, Interior Lights, Lighting Equipment
Electrical Equipment: Generators, Connectors, Panels
Electronic Equipment
Engine Accessories & Systems
Engine Controls
Engine Parts
Engine Repair Manuals
Environmental Control Systems
Environmental Products & Systems
Exhaust Systems
Fabrics, Upholstery & Interior Coverings
Fasteners
Fenders, Bumpers
Fiberglass
Fiberglass Restorer
Filters, Oil & Fuel
Fire Extinguishers & Systems
First Aid Supplies
Fish Finders
Fishing Equipment & Accessories
Fishing/Sport Clubs
Flags & Pennants
Flare Guns
Flotation Material
Foul Weather Gear
Fuel Systems & Components
Fuel Tanks & Accessories
Furniture & Furnishings
Galley Equipment
Gears, Shafts & Associated Equipment
Gift Shop Items
Hardware, General Marine
Hardware, Sailboat
Hobby Shop Items
Horns, Sirens & Whistles
Ice Chests & Coolers
Importer
Inboard Engines
Indicators: Battery, Engine, Fuel, Speedometers
Inflatable or Folding Boats
Insurance
Interior Decorators
Jewelry
Kayaks
Knives: Hunting & Fishing
Lettering & Numbers
Life Rafts
Line, Rope, Cordage

continued on page 40









EXHIBITORS (cont. from page 39)

Selden Mast, Inc.
Seven Seas Cruising Association
Show-Me Products
Signature Yachts, Inc.
Solara Energy
Southern California Marine Electronics
Spectra Watermakers
Sport Yachts
Sport-A-Seat Paradise Co.



Sportsbags.com
Standard Horizon
Star Marine Electronics, Inc.
Sunsail Charters
Sunsail New Zealand and Tonga
Sure Marine Service
Surface Dive
Surrette Battery Co., Ltd.
Survival Technologies Group
Svendsen's Boat Works & Metal Shop
Svendsen's Boat Works, Inc.
Svendsen's Recreational Sailing Dinghy
Swedish Marine
Swiss Tech America
Switlik Parachute Co., Inc.
Tacktick/Layline
Tartan and C&C Yachts of San Francisco
Tartan Yachts, Inc.
TCM International
Technautics, Inc.
Tek-Dek, International
The Chapin Company
The Log Newspaper
The Moorings, Ltd.
The Outboard Motor Shop/Seapower Marine
Tim's Zodiac Marine

ON DISPLAY (cont. from p. 39)

Lumber: Hardwood & Treated
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– PSE showgoer

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US Sailing
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Ventair USA, Inc.
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Viking Life Saving Equipment (America), Inc.
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Voyager Marine
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Watermaker Store/ Water & Power, Inc.
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Survival Equipment
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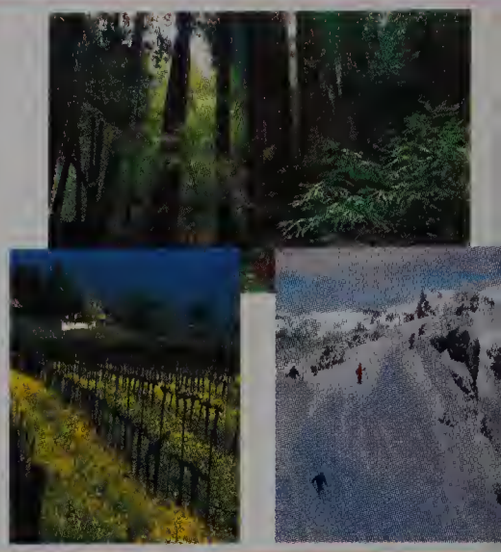
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ACCOMMODATIONS, TRAVEL & DINING

Visit the show and visit the Bay Area. The information on the following pages will help you make your travel plans – whether you're traveling across San Francisco Bay to get to the show, or traveling across the country. See below for some useful contact numbers of area hotels, restaurants and airports. The facing page will tell you all you need to know about tickets to PSE; order them in advance to save 20% off the gate price. Jack London Square is a great setting for the show, with a wealth of restaurants to choose from. And if you are coming to PSE from out of town, make the trip even more worth your while by planning a side trip or two. Within a few miles or a few hours, you can be in a forest of redwoods that are 300 feet high and 2,000 years old, touring the vineyards of Napa Valley and enjoying some award-winning wines, spring skiing in the Sierra Nevada mountains, camping in Big Sur, enjoying the beat of city life in San Francisco, or touring the streets of Carmel and taking a spin along the famed 17-mile drive of the Monterey Peninsula. We have included some useful Web sites (see page 46) so you can learn more about the area and extend your stay.



ACCOMMODATIONS

OAKLAND HOTELS

The Best Western Inn	(510) 452-4565
Claremont Resort	(800) 551-7266
Clarion Suites Lake Merritt	(800) 933-4683
Days Inn (Alameda)	(510) 521-8400
Days Inn Oakland Airport	(888) 377-3297
Executive Inn	(510) 536-6633
Extended StayAmerica (Alameda)	(510) 864-1333
Hampton Inn Oakland Airport	800-HAMPTON
Homewood Suites	(510) 663-2700
Jack London Inn	(800) 549-8780
Marina Village Inn (Alameda)	(800) 345-0304
Motel 6 Embarcadero	(510) 436-0103
Oakland Airport Hilton	(510) 635-5000
Oakland Marriott City Center	(800) 228-9290
StudioPLUS Deluxe Studios	(510) 769-7000
Washington Inn	(510) 452-1776
The Waterfront Plaza	(510) 836-3800

ACCOMMODATION INFORMATION

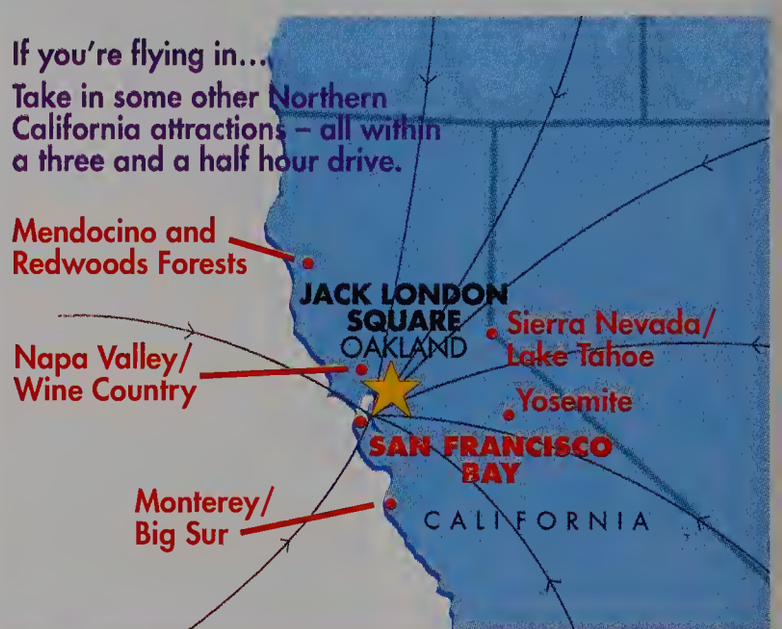
Bed & Breakfast Reservations	(800) 872-4500
California Reservations	(415) 252-1107
Oakland Convention & Visitors Bureau	(510) 839-9000

AIRPORT SHUTTLES

Bay Shuttle	(415) 564-3400
Empresso Transportation & Tours	(415) 576-1779
Quake City Airport Shuttle	(415) 255-4899
Robertson's Transportation Services, Inc.	(415) 775-6024
Seven Hills Limousine Service	(415) 550-0703

AIRPORTS

Oakland International Airport (OAK)	(510) 577-4000
San Francisco International Airport (SFO)	(650) 761-0800



RESTAURANTS

Barnes & Noble Cafe, Starbuck's Coffee and Just Desserts	(510) 272-0120
Cafe Di Bartolo	(510) 290-2552
El Torito Mexican Restaurant	(510) 835-9260
Hahn's Hibachi	(510) 628-0717
Il Pescatore	(510) 465-2188
Jack's Bistro	(510) 444-7171
Kincaid's Bayhouse	(510) 835-8600
The Old Spaghetti Factory	(510) 893-0222
Pizzaria Uno Chicago Bar & Grill	(510) 251-8667
Scott's Seafood Restaurant	(510) 444-3456
TGIFriday's	(510) 451-3834
Tony Roma's	(510) 271-1818
Yoshi's at Jack London Square	(510) 238-9200

ADVANCE TICKET INFORMATION

Avoid Lines!



Save Money!

Boat shows are a great place to save money. Purchase tickets by phone or over the Internet at our Web site **www.sailamerica.com** and save **20% OFF** the price of the tickets at the gate.

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Avoid the gate lines at the boat show by having your tickets with you before you arrive. Tickets ordered in advance will be mailed directly to your home – what could be easier?

Save Hassle!

Plan ahead, chart your course through the show, have your tickets ready and head right into the show. Save your cash for all the great boats and accessories available at Pacific SAIL EXPO 2004.



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1 **Online**: Visit our Web site at **www.sailamerica.com** and click on PACIFIC SAIL EXPO, then click on ORDER TICKETS. You can order and pay for your tickets from the comfort of your own home.

2 **By Phone**: Call **(800) 817-SAIL** to order by phone. Call before April 5 and we will mail your tickets directly to your home; order between April 6 and April 13 and your tickets will be waiting for you at the show 'WILL CALL' booth.

Visit the show on weekdays for shorter lines and less crowded viewing!

DAY	ADVANCE PRICE	GATE PRICE
Wednesday	**$9.60**	**$12.00**
Thursday	**$9.60**	**$12.00**
Friday	**$9.60**	**$12.00**
Saturday	**$12.00**	**$15.00**
Sunday	**$12.00**	**$15.00**
Two-Day Passes	**$18.00**	**$25.00**
Five-Day Passes	**$25.00**	**$35.00**
Junior Sailors (6-12)	**$4.00**	**$5.00**

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ADVANCE TICKET SALES CLOSE ON APRIL 13, 2004.

AFTER APRIL 13, ALL TICKETS MUST BE PURCHASED AT THE GATE.

Tickets on Sale now at www.sailamerica.com

HOW TO GET TO THE SHOW



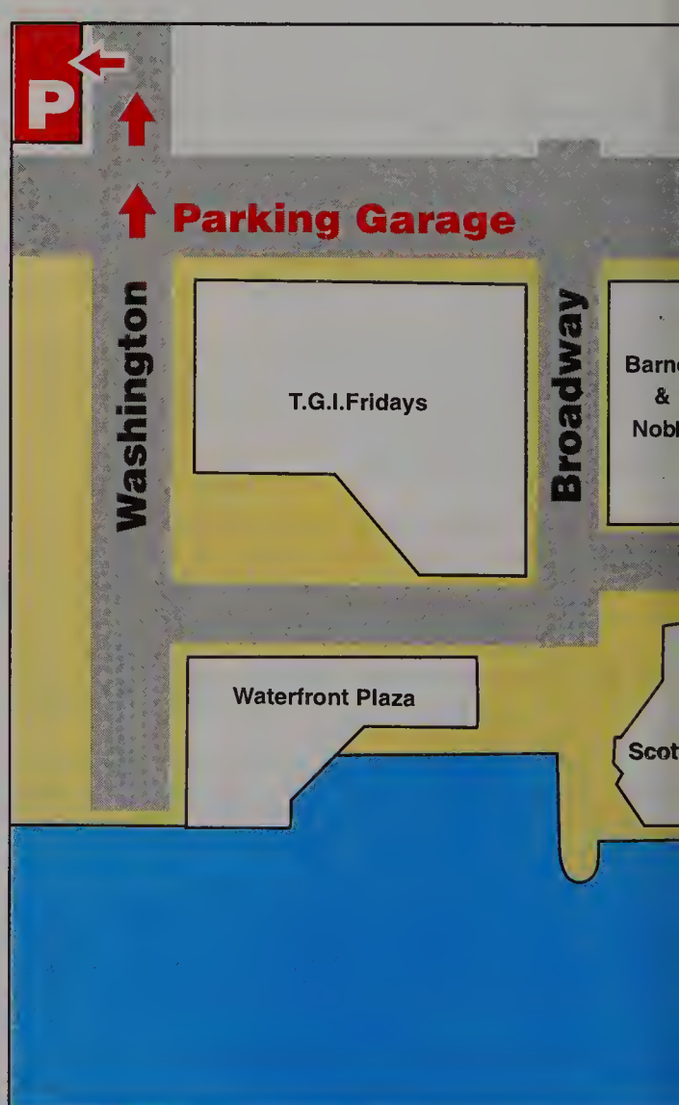
BY FERRY: From San Francisco take the Alameda/Oakland Ferry from Pier 39 or the Ferry Building (Pier 1). Walk 2 minutes south along the waterfront. Ferry: (510) 522-2300

BY BART: Take the 12th Street BART station in Oakland, from there take AC Transit down Broadway to Jack London Square.
BART: (510) 465-2278

BY AMTRAK: The C.L. Dellums rail station at 2nd and Alice is directly across from Jack London Square. Take the pedestrian overcrossing to Jack London Square. Amtrak: (800) 872-7245

BY BOAT: Contact Alameda marinas and yacht clubs for guest berthing availability and dinghy over.

BY CAR: See parking directions on next page.



AIR TRAVEL:

SOUTHWEST AIRLINES (800) 433-5368
ID CODE: R0336

Southwest Airlines is discounting most of its low fares by 10% for air travel to and from the event. Call Southwest Airlines Group and Meetings Reservations at (800) 433-5368 and reference the assigned ID Code: R0336. Reservations sales agents are available 7:00am to 8:00pm Monday through Friday, or 8:30am to 5:30pm Saturday and Sunday, Central Standard Time. Reservations must be made five or more days prior to travel to take advantage of this offer.

PARKING AND SHOW MAP

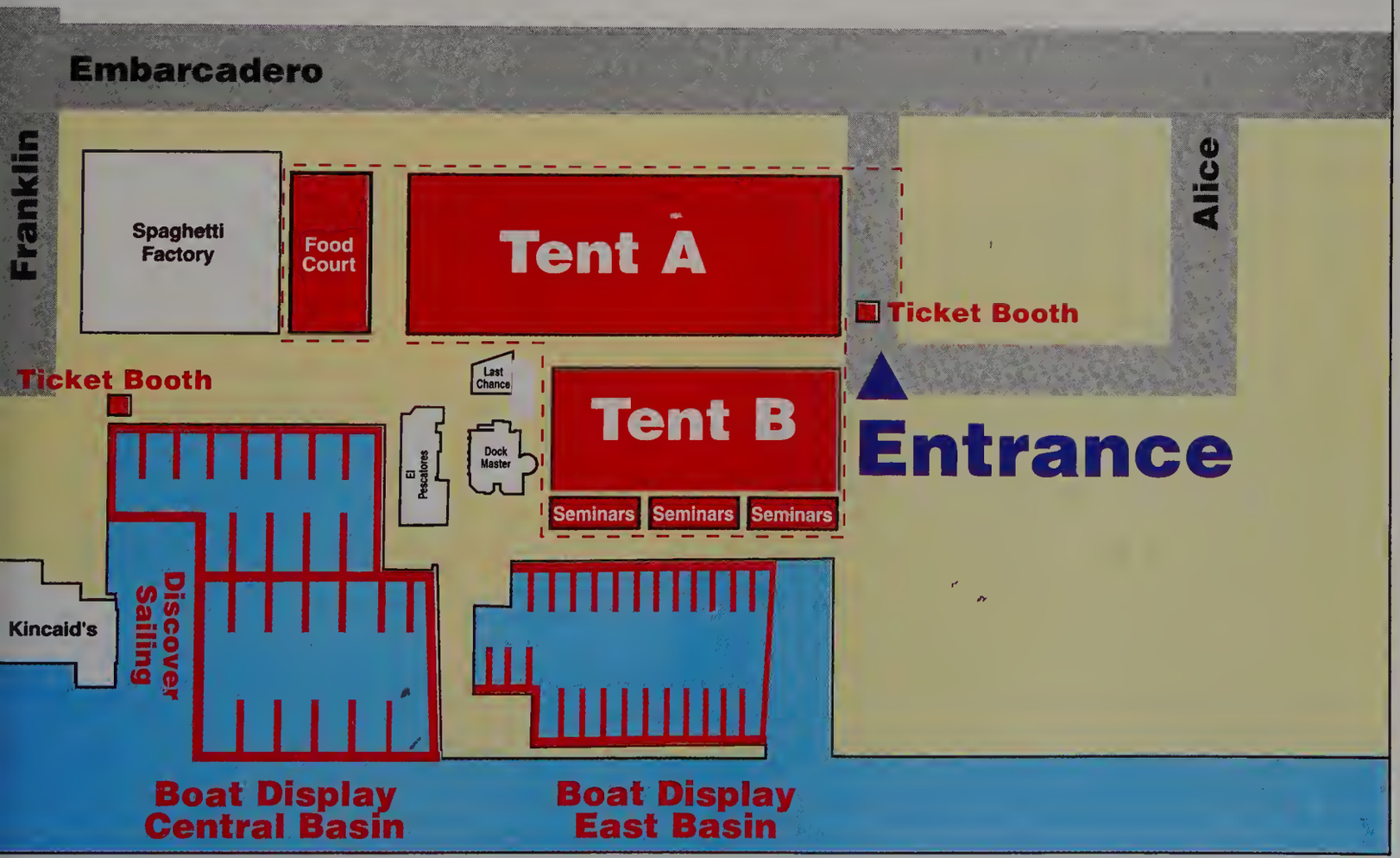


DRIVING & PARKING DIRECTIONS:

SOUTH ON HWY 880 FROM SF/NORTH BAY:
Take the Broadway/Alameda exit. At end of ramp turn right, sign says Alameda. Turn right onto Martin Luther King Jr. Turn left onto Embarcadero. Right on Jefferson, look for parking signs.

NORTH ON HWY 880 FROM SAN JOSE:
Take the Broadway exit. At end of ramp turn left onto Broadway. Turn right onto Embarcadero. Left onto Jefferson, look for parking signs.

WEST ON HWY 980 FROM WALNUT CREEK:
Take the 12th Street exit. Go straight. Turn left onto 5th Street. Turn right onto Martin Luther King Jr. Turn left onto Embarcadero. Right on Jefferson, look for parking signs.



LOCAL PHONE NUMBERS & INFORMATION

EMERGENCY

Fire/Police/Paramedics Emergency	911

PUBLIC TRANSIT

AC Transit (Alameda/Contra Costa Counties Bus Service: connects the East Bay and SF)	511
Airport Transportation	511
Alameda/Oakland Ferry	(510) 522-3300
Amtrak Passenger Trains	(800) 872-7245
Take the train to Pacific SAIL EXPO! AMTRAK	
BART (Bay Area Rapid Transit: connects SF, Daly City, SFO and 25 East Bay cities)	(510) 465-2278 (650) 992-2278
Blue & Gold Fleet (Ferry from SF to Alameda/Oakland, Alcatraz, Angel Island, Sausalito, Tiburon, Vallejo/ Marine World, Bay cruises, and ferry/bus packages to Muir Woods and the Wine Country)	(415) 705-5555
Golden Gate Transit (Marin/Sonoma Bus, Ferry from Sausalito and Larkspur to SF)	(415) 455-2000
Greyhound Bus	(800) 231-2222
Muni (SF Bus & Cable Car)	511 or (415) 673-MUNI (6864)
Regional Transportation Information	511

PACIFIC SAIL EXPO® SHOW INFO

Sail America	(800) 817-SAIL



OAKLAND SIGHTS

Jack London Square, Embarcadero & Broadway	(510) 814-6000
Lake Merritt/Lakeside Park/Children's Fairyland, Lakeside Drive & Grand Avenue	(510) 238-2196
Oakland Arena	(510) 762-2277
Oakland Museum of California (art, natural science & history), 1000 Oak Street	(510) 238-2200
Oakland Zoo/Knowland Park, 9777 Golf Links Road off Hwy. 580	(510) 632-9523
USS Hornet Museum, Alameda Naval Air Station	(888) 865-2812
Yoshi's Nightclub, Jack London Square	(510) 238-9200

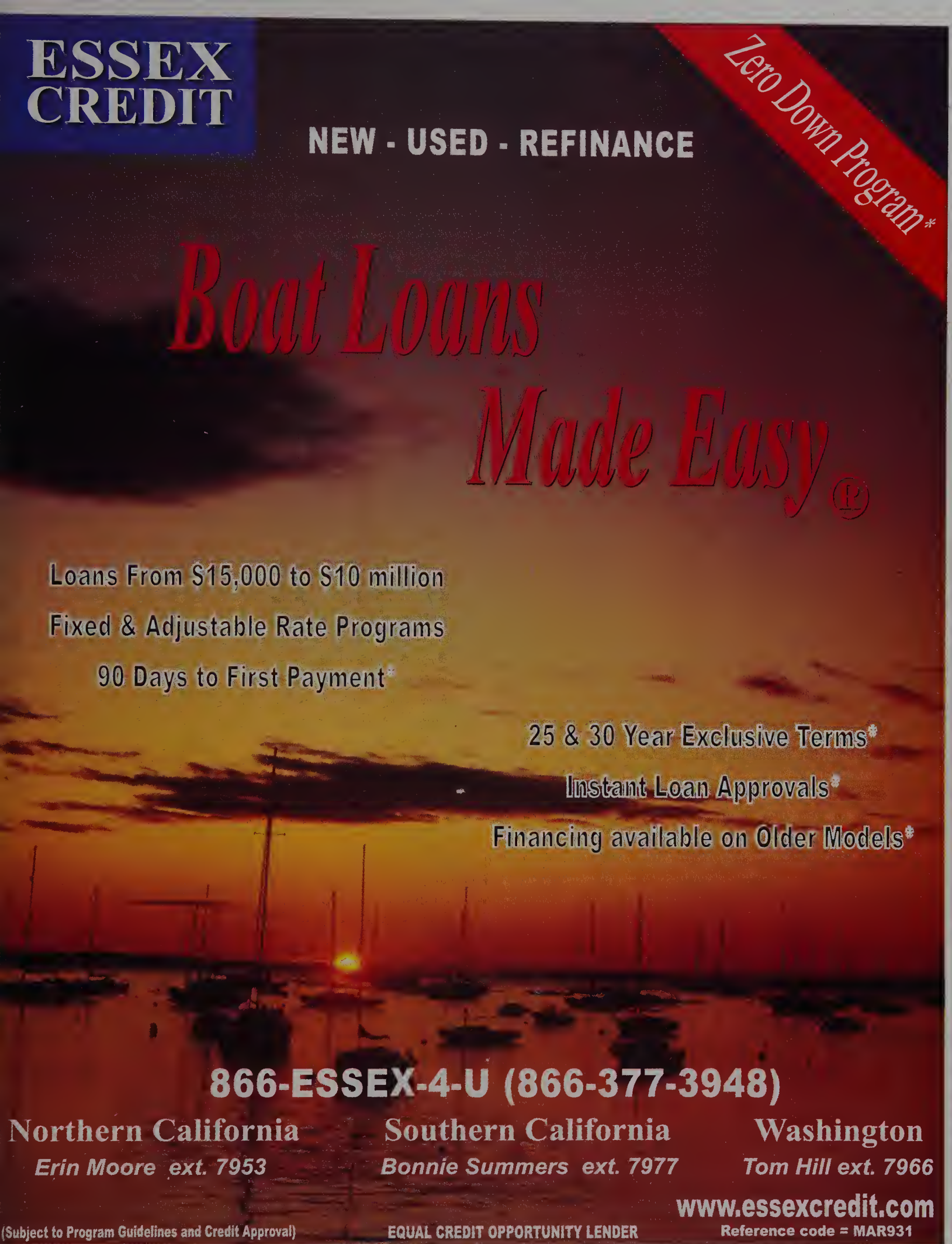
A SAMPLING OF WEB SITES

Pacific SAIL EXPO®	www.sailamerica.com
Bay Insider	www.bayinsider.com
City of Oakland	www.oaklandnet.com
Jack London Square	www.jacklondonsquare.com
Latitude 38 Magazine	www.latitude38.com
Monterey Peninsula	www.montereyinfo.org
Napa Valley	www.napavalley.com
National Weather Service, San Francisco Bay Area	www.wrh.noaa.gov/Monterey/
Oakland Convention & Visitors Bureau	www.oaklandcvb.com
Public Transportation Info	www.transitinfo.org
San Francisco CitySpin	www.cityspin.com/sanfrancisco/
San Francisco Chronicle	www.sfgate.com
Yacht Racing Association of San Francisco	www.yra.org

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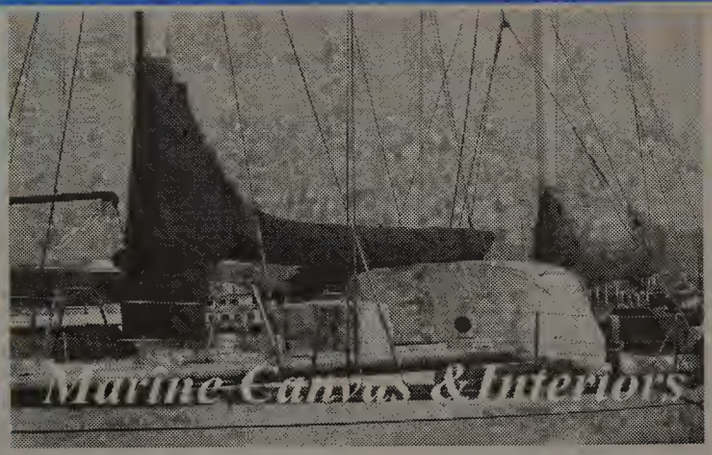
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LETTERS

tricks on the mind. For example, despite expressing skepticism several times, Tristan Jones insisted that when his boat was trapped in Arctic ice for an entire winter, he taught his dog how to play chess. And that they had some excellent matches!

Another specialty of exhausted offshore sailors is imagining the impossible. We've heard stories of sailors looking for black bears hiding in the quarter berth, being awoken by the sound of approaching locomotives while halfway to Hawaii, and regularly being visited by deceased friends or family members. These imaginary visitors often assist sailors who are too tired to drive for another five minutes or change another sail. It's most spooky when a dead relative has navigated a boat through a tricky patch of water such as the Tuamotus. But very weird is the norm for the sleep deprived.

Anyone care to share a personal example?

⇑⇓THE CERTAINTY OF L.A. COUNTY TAXES

I need help with a property tax issue that affects all long-term cruisers who kept their boats in Los Angeles County — and possibly other California counties — before taking off cruising.

My partner Kevin and I lived aboard his *Fluid Motion* in a Long Beach marina for about six years before taking off for Mexico and the South Pacific in May of 2002. So as of that date, we no longer owned any property in Los Angeles County — or even the United States.

Prior to our departure, I'd contacted the L.A. County Tax Assessor's office to find out what obligations we might have. After speaking with half a dozen people, we were told that we were obligated to pay the unsecured property tax for fiscal year July 1, 2002 to June 30, 2003 — because we owned property in the county as of January 1, 2002. We were additionally told that we should send a letter to the Assessor's office stating our intention to leave the county. We paid the tax bill through June 2003 and sent a letter informing them of our intentions.

Then last month, we were told that we are also obligated to pay the property tax bill through June of '04 — as well as June of '05! Furthermore, a lien has been placed on Kevin's credit! I repeat, we've not had *any* property in L.A. County since May of '02.

We've spent numerous dollars on international phone calls to the Marine Division of the L.A. County Tax Assessor's Office, and the standard response has been, "You are obligated to pay L.A. County property taxes until you establish a tax site in some other location." Establishing a tax site for cruisers means paying property taxes in another country. But if the country doesn't have property taxes, it means we'll have to pay L.A. County property taxes indefinitely. Am I missing something or does this seem unfair?

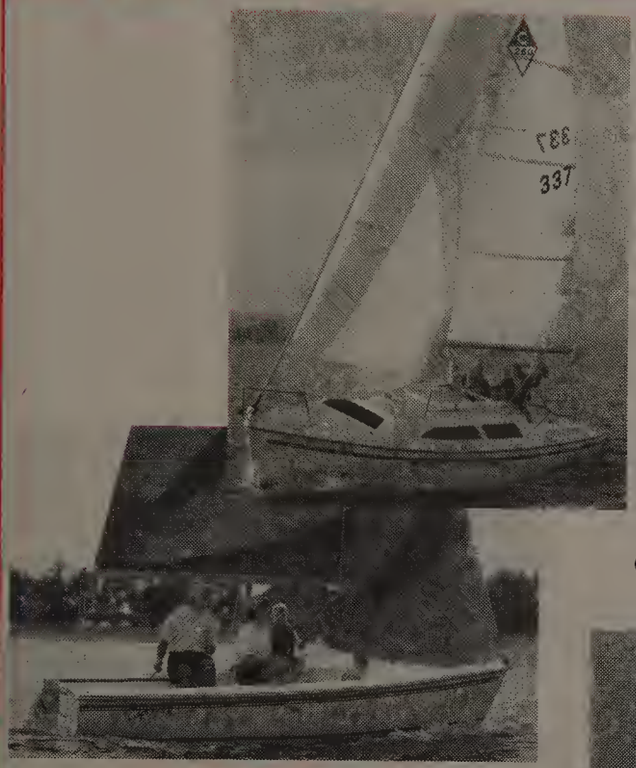
We were told we could file an appeal. This isn't a big deal, but we have to be present for the hearing date about six months later before the Tax Appeals Board in Los Angeles! We are relatively young and thus don't have a monthly retirement income, so taking this issue to a lawyer is not only cost prohibitive but geographically next to impossible as we're currently in New Zealand for the hurricane season. Can you provide some guidance?

Stephanie Los
Fluid Motion
New Zealand

Stephanie — It's hard to believe, but the personal property tax law is interpreted very differently by various counties within

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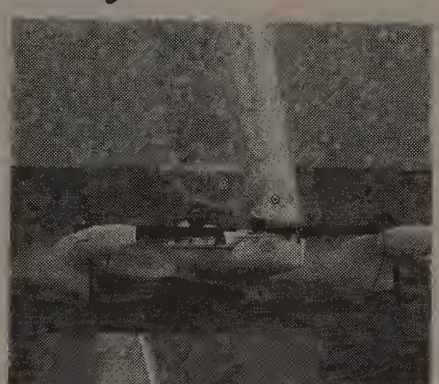
22, 250 KEEL, 250 WATER BALLAST, 270, 28MKII

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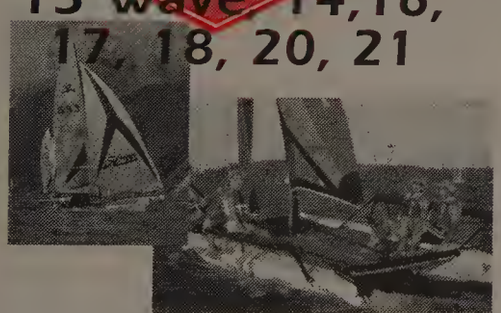




Hobie

13 Wave, 14,16, 17, 18, 20, 21

10,16 &17

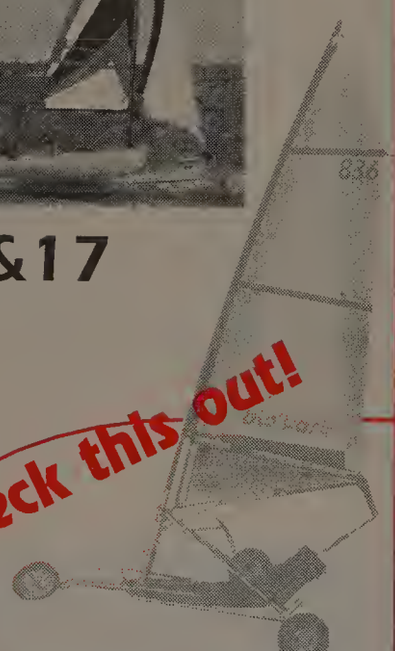


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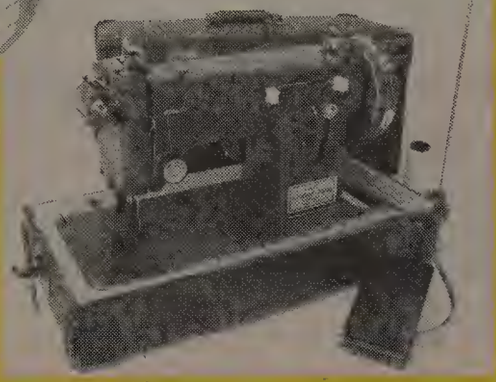
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LETTERS

California. Some say as long as your boat is out of the country for more than six months a year, you don't owe tax. Others — L.A. County is notorious — say you owe tax until you establish a tax residence elsewhere. One time San Diego County took a real flyer, and tried to assess every boat that was in the county on a certain date — even visiting boats that were paying taxes in other counties!

The most common solution is to either get your boat registered in a California county that isn't as overzealous about tax collection as L.A. County, or a different state that doesn't have personal property tax. But if L.A. County is going to stick with the "until you establish a tax residence elsewhere" — we're told they ultimately will back off — you might need to do something more drastic, such as sell the boat to yourself in a state that doesn't have sales tax or personal property tax. In other words, a paper transfer. Then, when L.A. County sends you the tax bill, you can show them the bill of sale that took the boat out of their jurisdiction.

⇑⇓WHO WANTS A PIECE OF ME?

After reading *Stornoway's Last Voyage* in your April issue, I checked out a copy of *Stornoway East and West* from the San Francisco Library. It's an amazing book with great photographs.

I'm wondering if you could direct me to anyone who might



Has all the memorabilia from this historic vessel gone into a dumpster?

have saved anything at all from the vessel — be it a piece of the deck to a bolt from the keel. I'm not looking to make any money off it, I'd just be honored to have a small piece of this historical boat for the wall of my company.

Lee Utterbach
San Francisco

Lee — At first that sounds like a weird idea, but come to think of it, we would have paid a little money to have had something like a cleat from the boat. We know that Stornoway's *rig was saved and apparently has been donated to a Master Mariner's boat. If there is anything left of the boat itself, Richardson Bay Harbor Administrator Bill Price would know. Contact him at (415) 971-3919.*

⇑⇓A FEW THOUGHTS ON BEING RAISED ABOARD A BOAT

I was raised aboard boats from birth to age 18, and by any reasonable standard I had a glorious childhood and have since had a successful adult life. And I attribute much of my success to the way I was raised.

In the early '60s, my parents, Sidney and Laila Messer, built *Sadie*, a lovely 36-ft gaff-rigged schooner at Cecil Foss' yard on Bainbridge Island, Washington. They then had her shipped to Nova Scotia on a Japanese freighter. After marrying up with the boat, they set sail on a cruise along the Eastern Seaboard and to the islands of the Caribbean. They later

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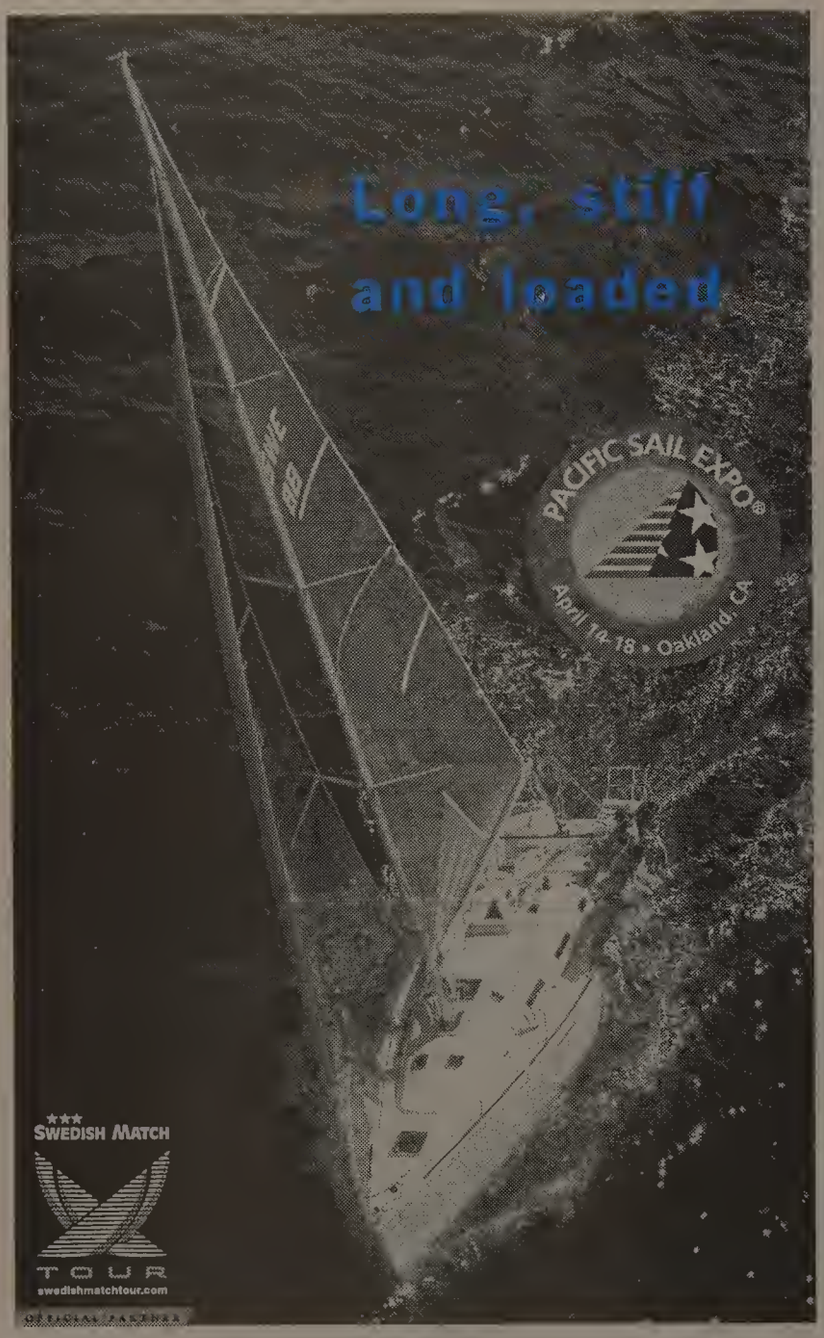
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transited the Panama Canal before sailing home to Sausalito. This was in the days before West Marine, GPS and cell phones. And nobody had ever heard of docklines coming with eye-splices already in them. There was no bottled water, no watermakers and no one wore gloves to go sailing. There was no towboat service if you ran out of fuel, and no cruiser ever dreamed of an EPIRB. Their cruise was a success — I was conceived on the way — as newspapers wrote articles about them and they visited various yacht clubs showing the movie they made of their adventures.

Upon their return, both my parents resumed their teaching careers. I slept in a four-foot bunk in the forepeak. I was surrounded by my stuffed animals as well as various lines, blocks and tackles. I played on the docks, fished, rowed my dinghy, got into fabulous mud fights with other kids in the harbor, had contests to see who could pick up the biggest crabs, rode my bicycle all over town, and in general had a marvelous time.

We did not have a television. My parents talked at dinner, read to me, and my dad would sometimes make up stories to classical music on the radio. My favorite was one about a princess with a pickle in her hair. When I started school, I noticed that other kids weren't allowed to play the way I was. They lived in the 'suburbs' where there were streets and cars everywhere. They watched a lot of TV, didn't seem to read as well as I did, and didn't seem to like their parents as much. When I was five, I had grown to the point my feet were hanging off the end of my four foot long bunk into the chain locker, so my folks decided we needed a bigger boat.

We sold *Sadie* and set off on our hunt. We found *Margaretta*, our next boat, in Florida. She was a gracious 50-ft double-ended ketch built in Poole, England. My parents had Capt. Tony Carter deliver her to the West Coast, where my parents fixed her up and we moved aboard. I lived aboard *Margaretta* from age 5 to 18. We had no television, no hot running water, and no refrigeration. Since we didn't have ice, ice cubes and ice cream were a huge treat for me. I marveled at ice and all that went into its creation.

But I never felt deprived — quite the opposite. I felt smug, even a little arrogant at our self-sufficiency. I remember proudly enjoying the safety and security of our boat one stormy night when my parents were out and all the power had gone out ashore. I was warm, safe, and comfortable, and knew we had enough food, water and propane for months of comfortable living. We ate wonderful meals — always with fresh food. I had to walk to a shower building to bathe before heading off to school. It was cold, but I gained a healthy appreciation for the fact that I can turn a knob and hot water will come out of a wall.

Margaretta was lovely. She was built of Burma teak from the deck up, and I remember my dad breaking drill bits in her pitch pine hull. Down below she was elegant. In fact, my home was more elegant than any house I'd been in. And, she took us places. We spent every summer up in the Delta, but didn't need to pack because we brought our home with us. Summers were wonderful. I sailed and swam, skied and rowed, and got crushes on whatever boy was on the nearest boat. My friends from school usually got sent away to camp. Not me!

There were some funny things about living aboard. I remember one math assignment where I had to calculate the area of my 'room', when I was again living in the forecastle, in order to determine how much paint I would need. I was in 8th grade and hadn't taken calculus yet, so that was a bit tricky.

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LETTERS

Other than that, my life was pretty normal. I lived aboard until I was 18, then went off to college. I went to the U.S. Merchant Marine Academy in Kings Point, New York, which is a federal academy like West Point or Annapolis. I recall standing in front of my new room with my roommate as they opened the door. I was thrilled! We each had our own sink, I had a huge bed, a dresser and a hanging locker — er, closet — all to myself. My roommate thought I was nuts. I had a happy four years; she felt deprived the whole time.

In retrospect, being raised aboard a boat made our family closer than most and encouraged me to be more independent. I always felt I was part of a team, with valuable and important chores — such as pumping the bilge — which contributed directly to the family's safety and health. When I was very small, my biggest job was to sit still, stay out of the way, and be quiet — again for the family's safety. Since I was good at this, I was usually allowed to be in the cockpit where all the action was taking place, and I watched wide-eyed. So many kids today have no chores of any consequence, and feel more like baggage — or royalty — to be carted around.

Being raised without TV made me either read or play, or get used to being alone. I was an extremely healthy kid, I excelled in school, and never really 'rebelled' against my parents. Today, I see kids rebelling and I wonder what exactly it is they are so upset about. Then I realize — they have no reason to strive — their family would get along just fine without them, they are not an integral part of a working team, and they are handed everything. No wonder they have no self-esteem — why should they, they haven't done anything!

I think being raised aboard a boat was similar to being raised on a farm. We were very close to nature — if it rained we didn't need somebody on television to tell us. Our boat was a family member, too. She needed maintenance and love, and in return kept us safe and took us on adventures. I learned to truly value creature comforts such as running water, flush toilets, ice, hot showers, and so many other luxuries we take for granted. I learned to respect nature. I learned to take care of myself, take chances in life, trust my abilities, take care of physical possessions, and be happy when alone. We never missed any meals, indeed I'm confident I ate healthier than most of my peers.

My parents had wonderful friends who would come to visit and stay up late sharing fantastic adventures. While lying in my bunk, I would strain my ears to hear what the grown-ups were talking about. So no, I didn't catch the latest episode of some TV show. Instead, I heard about travel to exotic places, and harrowing adventures. Growing up surrounded by interesting adults who did interesting things made me want to live an adventurous life. So many children and young adults have no idea what's out there and how fantastic their lives could be — because they are absorbed in the comforts of modern society. Growing up on a boat exposes you to the world in ways growing up ashore can't.

I graduated from the Academy in 1986, and now hold a USCG Unlimited Tonnage Master's License — upon oceans. As a merchant marine officer, I have been to every continent except Antarctica — that's on my list — and was paid to go there. I have had more adventures in a single year than most people have in a lifetime. I then went to law school, and now work as a tenured faculty member, chairing the Marine Transportation Department of the California Maritime Academy. I have published numerous articles and a book with Cornell Maritime Press, and I'm confident they wouldn't have asked me if it weren't for my writing ability — which I directly attribute to having to entertain myself and growing up without



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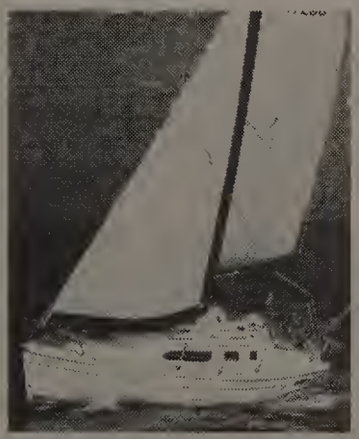
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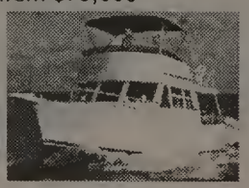
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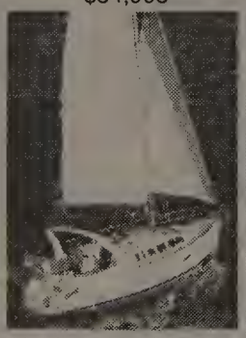
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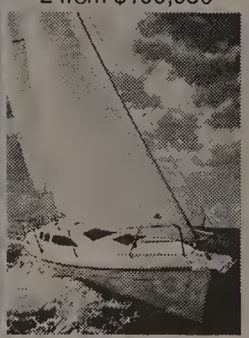
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LETTERS

TV. I am married to a wonderful man, and should we be fortunate enough to have a child, we both want to raise that kid on a boat.

In summary, the lifestyle a parent can offer a child aboard a boat — not just the physical act of living aboard, but the kind of people you meet — is, in my mind, a superior lifestyle. People who own and travel aboard boats are, in general, more educated and more adventurous than the norm. People who live aboard are quite often extraordinary people, especially if they travel. They are self-sufficient, usually don't expect others to bail them out, are able to make quick decisions, are usually physically and mentally healthy, and have arranged their lives in such a way that they can afford the time to have adventures. This would indicate people who plan and arrange their affairs responsibly. These are risk-takers who know they can't dial 911 if something goes wrong. These are people who truly appreciate a hot shower; fresh fruit; crisp, clean linens; and flush toilets. These are people who truly appreciate what it takes to make ice.

Capt. Tuuli Messer
Northern California

Capt. Messer — Fascinating letter. And we'll vouch for your writing ability, as your letter was one of the 'cleanest' we've received in a long time.

⇑⇓RAISING KIDS ON BOATS

Whether or not it's good for kids to be raised on boats is a topic that I've actively been seeking more information on. Regarding the inquiry by the gentleman in the February issue, it would be interesting to hear the specific reasons why the couple's counselor would think it's bad for kids to be raised on boats. Personally, I believe it's one of those things that experts — who know nothing about boats or living aboard — mouth off about because it's not the regular way of raising a child. But we've gotten similar warnings from people after telling them we're about to go cruising with Kara, our 17-month-old daughter.

I remember a letter that ran in *Latitude* about two years ago from a family that decided to pack up and sail to Alaska. Friends gave them the familiar warnings that it was too dangerous and wasn't good for the kids. As it turned out, they had a wonderful trip and got to share some special moments as a family unit. Sure, they had their initial trials and tribulations, but all good things come to those who persevere.



LATITUDE ARCHIVES

Lots of kids benefit from their cruising experiences. Quincy and Kendall of the Alameda-based Crowther 31 'Chewbacca' loved the '00 Ha-Ha.

When we sailed in Oz and Asia in '99 with our old boat *Inverlochy*, we ran into quite a few boats with kids aboard — and it was part of the reason that we were inspired to have a child and cruise together as a family. All of the kids we met were polite, intelligent, well-adjusted — and most of all, more socially advanced than land kids. This might seem like an

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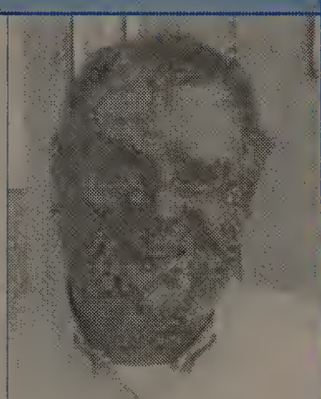
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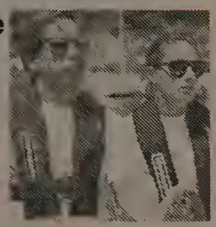
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LETTERS

exaggerated statement, but I have yet to meet a land kid that has that childlike innocence accompanied with a sharp common sense and appreciation of other cultures.

Our plan was to return to San Francisco, pay off our debts, earn some money to buy another boat, and take off again. We did all of the above — except for the taking off. We bought a Peterson 44 from a very interesting old guy who had singlehanded to the South Pacific and back, and had been sailing up to the ripe old age of 83. Our beautiful daughter took a little longer showing up than expected, but she eventually made her appearance in September of 2002. But we're still stuck here waiting for jobs to wind up and our daughter to grow.

For Kara's first few months, we were too busy and tired to even think about taking her sailing. Indeed, the first five months were like being on a nonstop nightwatch. But we've gradually immersed her into the sailing life because we do plan on taking off at the end of this year. The first few outings were fine because she was so small she'd just sleep in the car seat that we'd brought along.

We've only done one overnight, and for a number of reasons it wasn't such a success. Kara fell out of the dinghy on the hard and smacked her forehead, then almost fell out again when we rowed ashore to Angel Island. She missed her motionless land crib, which meant she had to be put to sleep with mom and dad in the aft cabin, rocking back and forth. So none of us got a good night's sleep. The following morning we couldn't lift the anchor so we had to leave the boat there.

Now that Kara is a very active 17-month-old, it's even more challenging because she's no longer content to sit still. She's not yet sturdy enough to maintain her balance, and she's a little scared of the motion of the boat. Being used to having lots of space to run around at home, she's bothered by the confinement. Basically, she requires much more attention on the boat, so it's kinda hard work.

I've found a few websites that offer support and some interesting stories of kids cruising on boats: *www.noonsite.com* and *kidsaboard.com*. So we know it can be done and that it's not harmful. Nonetheless, we're interested in hearing from families cruising with kids.

Uwe, Anne & Kara Dobers
Magnum, Peterson 44
San Francisco

Readers — We'll have more letters on this topic in the next issue.

⇑⇓OPTIMUM TIME

Are there any past articles in *Latitude* which discuss the optimum time of year to sail from Astoria, Oregon, at the mouth of the Columbia River, to San Francisco?

Jerome Raube
jraube@lucasvalley.net

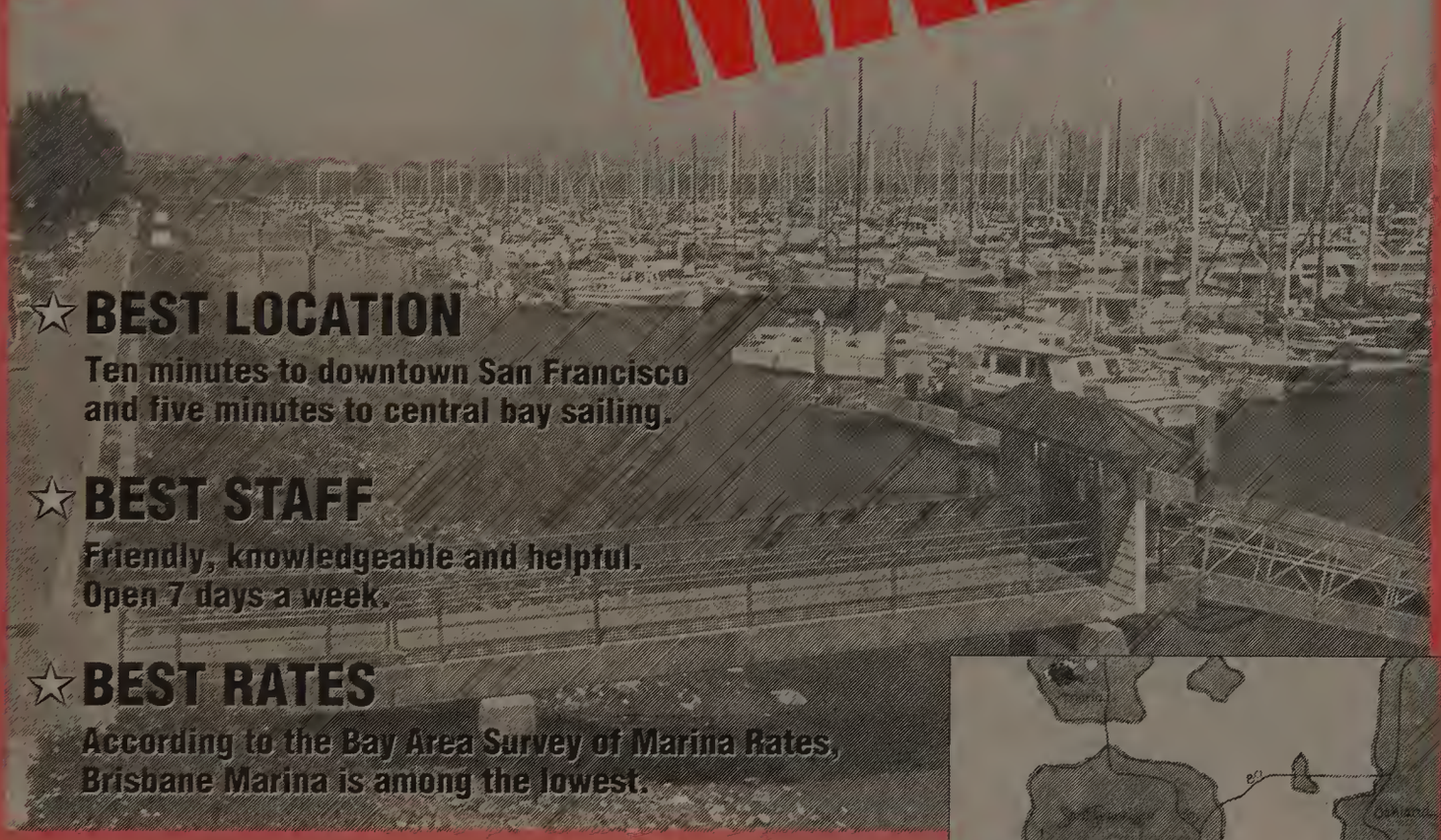
Jerome — On the assumption that you're interested in the optimum time of year from the standpoint of reasonably mild weather, we'd say your best chances are in August, September, and the first half of October. Remember, however, that you can get your ass kicked any month of the year on that passage. We don't know that it's necessarily the worst time, but the Coast Guard gets the most calls for help from sailors in those waters in June and July.

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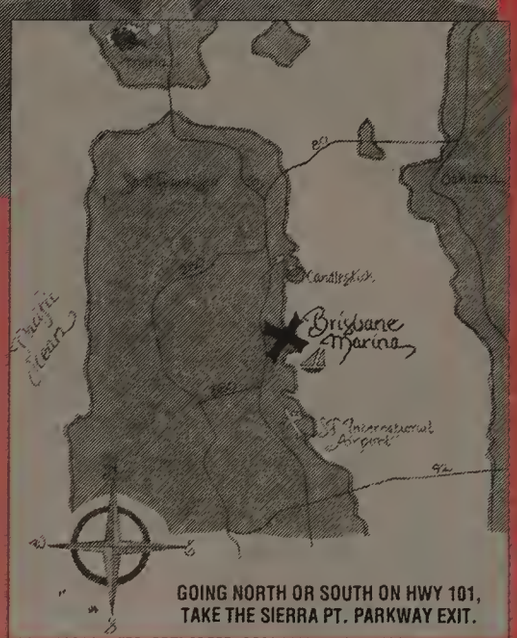
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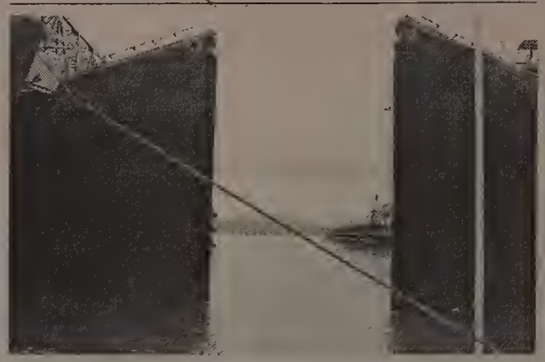
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LETTERS

agents for the Panama Canal, and transiting the Panama Canal, I'd like to share my experience. I just delivered a 57-ft trawler — no, not a sailboat — from Dana Point to Ft. Lauderdale. The 4,500-mile passage took 25 days.

We stayed at Marina Flamenco for two nights awaiting a transit time, and found the marina staff to be very helpful. The slip rate was $1.50/ft/night plus electricity — which cost us $7/night because we had four 'zones' of air-conditioning running. There are many nice restaurants, and they clearly have ambitious plans, so it's little wonder to me that they charge $5/day for non-berthers to use their dinghy dock, and perhaps court mega-yachts more aggressively than 30-ft sailboats.



LATITUDE / DONNA

Cruisers with more time than money need not worry — the gates of the Canal can be opened without having to pay $500 for a ship's agent.

We used Peter Stevens as a ship's agent to arrange everything. Therefore we were able to go directly to the fuel dock, where the marina was expecting us. In the two hours that it took to take on 1,200 gallons of diesel, we were visited and cleared by Customs, the Admeasurer, and Agriculture. Peter secured a Canal transit date of 36 hours later. The line-handlers he arranged for showed up early and treated the boat as if she was their own. The pilot also showed up on time. We had a passenger fly in for the transit which created a mild issue, but it was solved quickly and smoothly — a rarity in tropical climates.

Was Steven's $500 fee justified? I guess it depends on whether you have more money than time.

Peter Pisciotta, delivery captain
San Francisco

Peter — Your last line says it all. If somebody owns a $2 million powerboat and is having her delivered from California to Florida, the $500 for a ship's agent is an insignificant expense. In fact, if the agent eliminates just one day of travel time, he's probably saved the boatowner money.

For cruisers who aren't in a furious hurry, and particularly for those on a budget, $500 for an agent would seem an extravagance. After all, $500 is more than many cruising couples spend in a month in that part of the world. As Jim Green — subject of the Latitude Interview *last and this month — said, $500 was enough for him and his wife Anna to cruise on for six months during their circumnavigations.*

Carolyn Bridge, who is back in Newport Beach with the kids, tells us that her husband Chris used a taxi driver to do all the paperwork for their Outremer 55 Cheval's recent transit. Chris did have to wait four days to transit, although Carolyn wasn't sure if it was because he and the taxi driver did the paperwork or because of heavy traffic. We'll find out soon.

⇑⇓THE CRUISING SEASON IN MEXICO

You wrote and asked us how things were in Mexico this winter. To us, things seem a bit different from the many other years we've cruised here. The cruising crowd is significantly smaller. Businesses that expect to make a living off the cruis-

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LETTERS

ers and tourists are complaining of the dearth. Interestingly, participation in all the old SSB radio nets for cruisers is almost nonexistent. The Southbound Net is virtually moribund. During the Chubasco Net, the old-timers toss the ball around, almost pleading for someone to check in, but no one does. I'm afraid the ubiquitous Internet cafes have sounded the death knell for Ham and marine SSB radio nets.

I think that President Bush is probably responsible for much of the decline in new cruisers, with his penchant for portraying a terrorist-ridden world. People are feeling much less secure about everything, especially with the negative attitudes toward Americans growing in many parts of the world now. (I've heard rumors that the French, not surprisingly, are among the vanguard in hassling Americans.)

Also, during the nine seasons we've cruised Mexico, we've seen other things that take the luster off the Mexican cruising experience: the imposition of 'anchoring fees' in Acapulco and, soon after, in La Paz; new fees during immigration check-in; and the recently-added port captain fees for every check-in and check-out of a port captain's district; the decline and fall of La Paz Race Week, due mainly to internal backbiting within the Club Cruceros; the probable end of Loreto Fest as a result of Fonatur's new efforts to 'develop' Puerto Escondido; and so forth.

I know I sound cynical. Perhaps we're a little burned out on Mexico. This year — finally! — my lady Teri and I are heading to Panama, through the Canal and then on a tour of the Caribbean next winter. I wish we had a chance to chat about the Caribbean, as it will be a trip to virgin territory for us. My ultimate goal is to get to the Mediterranean and spend a couple of years hanging around the Greek Islands and rereading *Herodotus*. During these voyages, I will be evangelizing for Katadyn (formerly PUR) watermakers, as usual, giving seminars and fixing watermaker problems for free along the way. I'll also be working on a new edition of my book on PUR watermakers, as well as a novel.

We plan to leave Banderas Bay about March 1, and will be checking out of Mexico directly for El Salvador.

Gary Albers
Ishi
Santa Barbara / La Cruz de Huanacaxtle Nayarit, Mexico

Gary — Hanging around the Greek Islands rereading Herodotus *— there's a cruising dream that has tremendous appeal to us. Seriously. The older we get, the more we savor reading history and visiting historical places.*

Based on conversations with Paradise Marina Harbormaster Dick Markie and our own Andy Turpin — who was down at Banderas Bay for the annual Puddle Jump Party — you and Teri seem to be part of a trend. While boats intending to cross the Pacific are down from 50 to about 45 this year, there appears to be a significant increase in the number of cruisers heading to Central America and the Caribbean — and many of them at a very leisurely pace. Of those headed to the Pacific, Turpin reports that fewer than in previous years seem to be planning to do circumnavigations, mostly because of security concerns about places such as the Red Sea. A substantial number of those headed across intend to do a loop of the Pacific as opposed to continuing west around the world.

We're not hearing much evidence to support your theory that attitudes around the world are turning negative toward individual Americans. Cruisers tell us that's not even been the case in Muslim countries, and it sure wasn't the case in the many countries we've visited this winter. We don't think people around the world view individual Americans as being the em-



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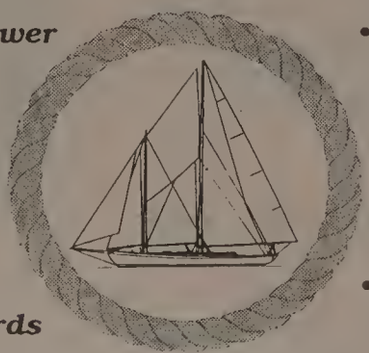
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LETTERS

bodiment of American foreign policy anymore than Americans view Arabs who strap suicide bombs on the backs of their 9-year-olds as being representative of Islam.

As for who likes whom, you'll find that Mark Twain was right when he said that familiarity breeds contempt. While in St. Barth, which is French, we were repeatedly told that the Bartians love Americans and dislike the French. It may have something to do with the islanders knowing which side their baguettes are buttered on, but we're told Americans are generally considered nicer, more friendly — and better tippers!



LATITUDE / RICHARD

Folks with boats can choose where they cruise, so if a country makes them feel unwelcome with excessive regulations and fees, they'll go elsewhere. Clearing into this paradise, for example, only takes a couple of minutes and couple of bucks — and doesn't have to be repeated when you leave or move to another anchorage 10 miles away.

We've heard some reports that the number of cruisers was off in Mexico this season, but there also seems to be evidence of the opposite. The last Ha-Ha was the biggest ever, and some members of the Mexican marine industry — such as Harbormaster Dick Markie of Marina Paradise — report record marina occupancy. The Paradise Village Marina is doing extremely well, for example, and Markie told us the same is true for Barra de Navidad and Ixtapa.

Like you, however, Markie sees a difference in this year's cruisers, saying they seem to be more affluent and more marina-oriented. He noted that in previous years more cruisers seemed to sail down and stay for the entire season. This season lots of folks parked their boats in Marina Paradise shortly after the Ha-Ha and have been coming back for mini vacations whenever they get a little free time — commuter cruising, as is common in the Med. Maybe that's what works best in the current economy, particularly when round-trip tickets between San Francisco and Puerto Vallarta have been as low as $250 when purchased well in advance.

But if there's indeed been a drop-off in marine tourism in Mexico, we'd speculate that two of the prime reasons are the ridiculous fees and clearing regulations. Our cat, Profligate, has checked into a lot of different countries in the last five months, and in the process we've been reminded that the Mexican system is by far the most outrageous when it comes to wasting cruisers' time and money. You'd think they were trying to emulate India, for God's sake! We love Mexico and the people of Mexico, but their ridiculously abusive clearing regulations are a big reason we're more likely to spend six days than six months in Mexico this coming winter.

⇑⇓OFFSHORE DELIVERY TO BRITISH COLUMBIA

I searched *Latitude*'s online database for any references to taking 'offshore delivery' of a boat in British Columbia rather than Mexico — but came up with *nada*. Can you direct me to anyone who has done it that way, or an article about it?

Anna Froker
Sierra Point Marina, Brisbane /Fort Lauderdale, Florida

Anna — Offshore delivery refers to taking delivery of the

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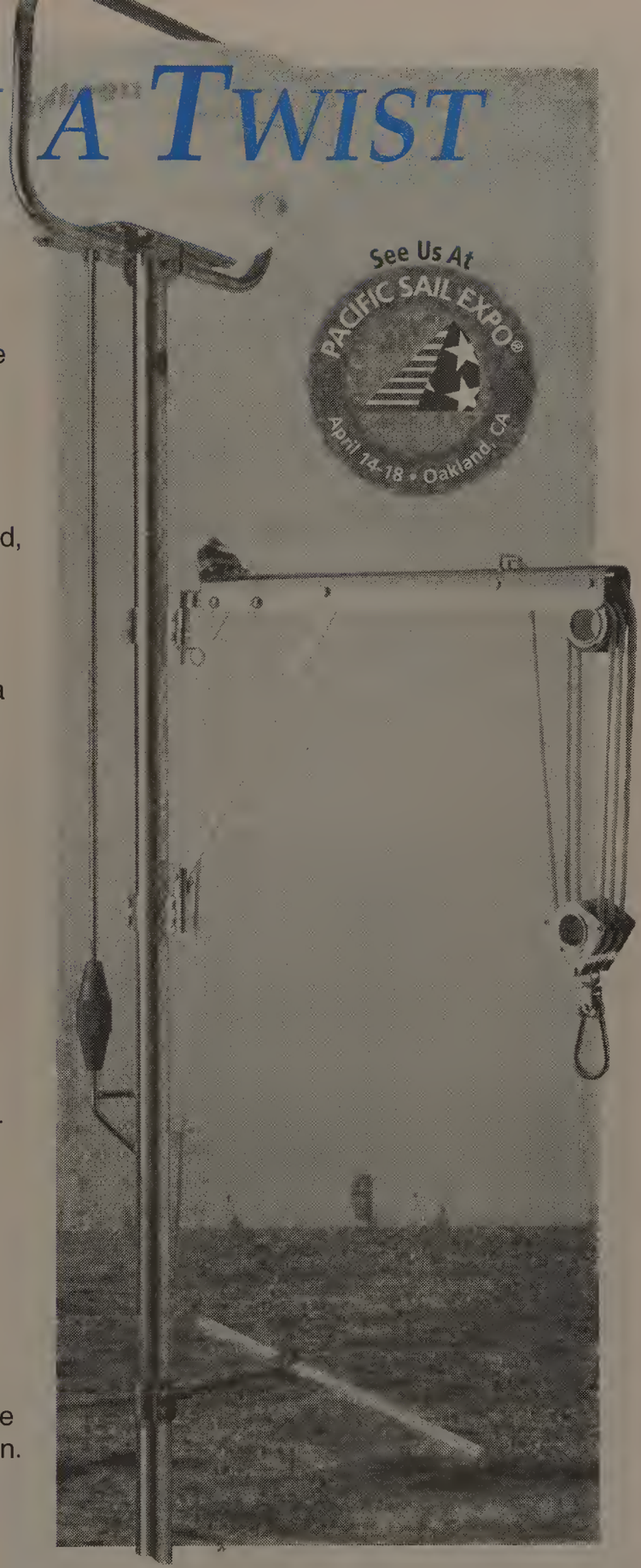
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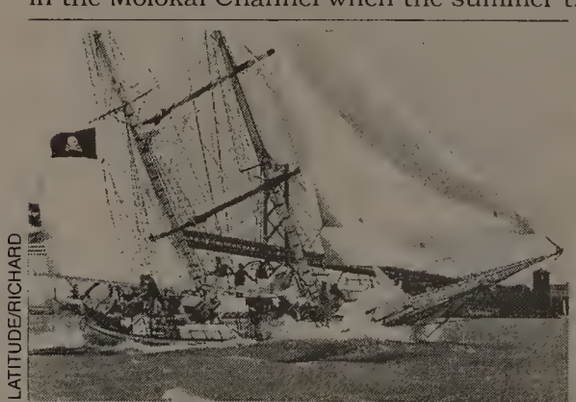
⇑⇓THEY OFFERED TO PAY US TO TURN AROUND

Reading about the *Rendezvous* in the last issue of *Latitude* brings back wonderful memories for me. In the early '70s, I started working with Windjammer Cruises out of Kewalo Basin, Honolulu. This was my first sailing-for-money gig, and I worked as deck crew aboard the then-still-beautiful and fully functional Alden schooner *Salee*. A few berths down from the *Salee* was the *Rendezvous*, also owned by the Windjammer company.

The boats were primarily employed in the 'booze cruze' trade — although the *Salee* was then dispatched with paying passengers to Maui and back via Lanai, Maui, and Molokai. The trips began on Friday night and were back in Kewalo Basin Sunday afternoon. As these trips became more popular, *Rendezvous* was added to the run, with both vessels sailing on Fridays.

Anyone who has made the passage from Diamond Head to Lanai during the summer months knows just how hard the wind can blow and the seas can be in the channel between the islands. Keep in mind that we made the trip in the dark, under sail, and that the *Salee* — which was built for the Vanderbilts in the '20s and had some race plaques screwed to the chart table bulkhead — could really charge. Needless to say, the crossings were wet and wild, with passengers having to hang on with all their might to anything they could. Naturally, they were puking everywhere. Often times passengers hauled out their checkbooks and offered to pay any amount if we would only turn around!

Conditions belowdecks were even worse, and this is where the *Rendezvous* enters my story. A quick glance at *Rendezvous* reveals a compact vessel of certain charm. Her rig is real, and she can hustle along in the right conditions. However, she is not going to be very swift or sure going to weather in the Molokai Channel when the summer trades are piping — and these were the conditions that prevailed one fateful night so long ago. *Salee* was the first of the two boats into beautiful Hulopoe Bay, a bright sandy bay on the southwest coast of Lanai which in those days was open for anchoring and camping. Naturally, there was a small rivalry between the two ships, and the *Salee* crew was anticipating the arrival of the *Rendezvous*, relishing the thought of teasing her trashed and thrashed crew and passengers, especially since the crossing had been a brutal one.


LATITUDE/RICHARD

She was a fragrant boat when she arrived in Lanai that morning. But historians tell us that the bilges of old-time sailing ships often held similar contents.

When the *Rendezvous* finally hove into view, her rails lined with passengers, she was quite a sight. With the night of hell behind them, at this point most of the passengers would normally be very excited and smiling to see the view of paradise before them. But this group seemed more embarrassed than

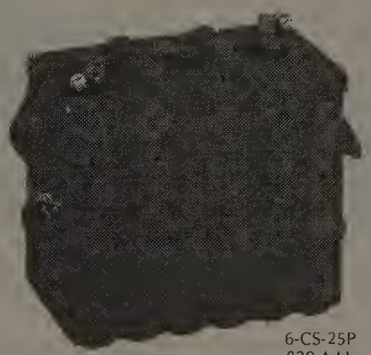
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LETTERS

cheerful. Indeed, I haven't forgotten the odor when she passed, a strong mixture of vomit and shit. Those who have witnessed extreme seasickness know that both 'ends' often let loose at the same time.

It turns out that a lot of people had become extremely seasick during the rough passage that night, and they'd hit the toilet very hard. When cleaning up their messes they used every available scrap of toilet paper, which, as you might expect, resulted in the early and complete demise of the evacuation pump. This misfortune had occurred early on, so the captain, being a considerate individual and a competent handyman, had decided that rather than stop the use of the toilet, he'd just route the toilet discharge line . . . into the bilges! Honest. Even after listening to all the justifications, it was a long time before the subject could be brought up without everyone falling over in shameless laughter.

Rendezvous had her bilges thoroughly cleaned and a short time later was taken off that route.

But let me leave you with a prouder image of the *Rendezvous*. Later that same day, the two boats agreed to a race to Lahaina. With a steady 15-knot wind dropping off the scented cliffs of Lanai and meeting the beam of *Rendezvous*, with all her sails set, and with a bone in her mouth, I've never seen so much of her bottom outside of a boatyard. With boat vessels scudding across the deep blue Hawaiian waters, with the crews hooting and hollering, it was a wonderful sight.

What a historic vessel. Long live the *Rendezvous*!

S.K. Sage
Malialynn
Honolulu, Hawaii

⇑⇓STAINLESS IS BETTER IN AN OCEAN ENVIRONMENT

Prior to cruising to Mexico, I spent $600 to purchase a two-burner, stove/broiler by Force 10 for my 28-ft sailboat. After four years of normal use, the main burner cap had rusted through. I called Force 10's toll-free customer support line, and the rep told me that Force 10 was aware of the problem. She assured me Force 10's new burner caps are made of stainless steel and would not rust like the older ones. When I asked for a stainless steel replacement, I was told they weren't made for my model.

The next day Peter from Force 10 called back to take my order for more rustable burner caps. When I told him about my experience, he wasn't very sympathetic to my problem, or my suggestion that Force 10 pick up the cost of the replacement parts — $10 — and the shipping — $9. Furthermore, he also didn't seem interested in relaying my concerns to their research department so other customers wouldn't have the same problem. Not only is a rusted burner cap an inconvenience and an added expense, but it's potentially a serious hazard. In the case of my stove, the rusted-out burner cap allowed raw propane to build up in an unmeasured volume, and then ignite above the stove.

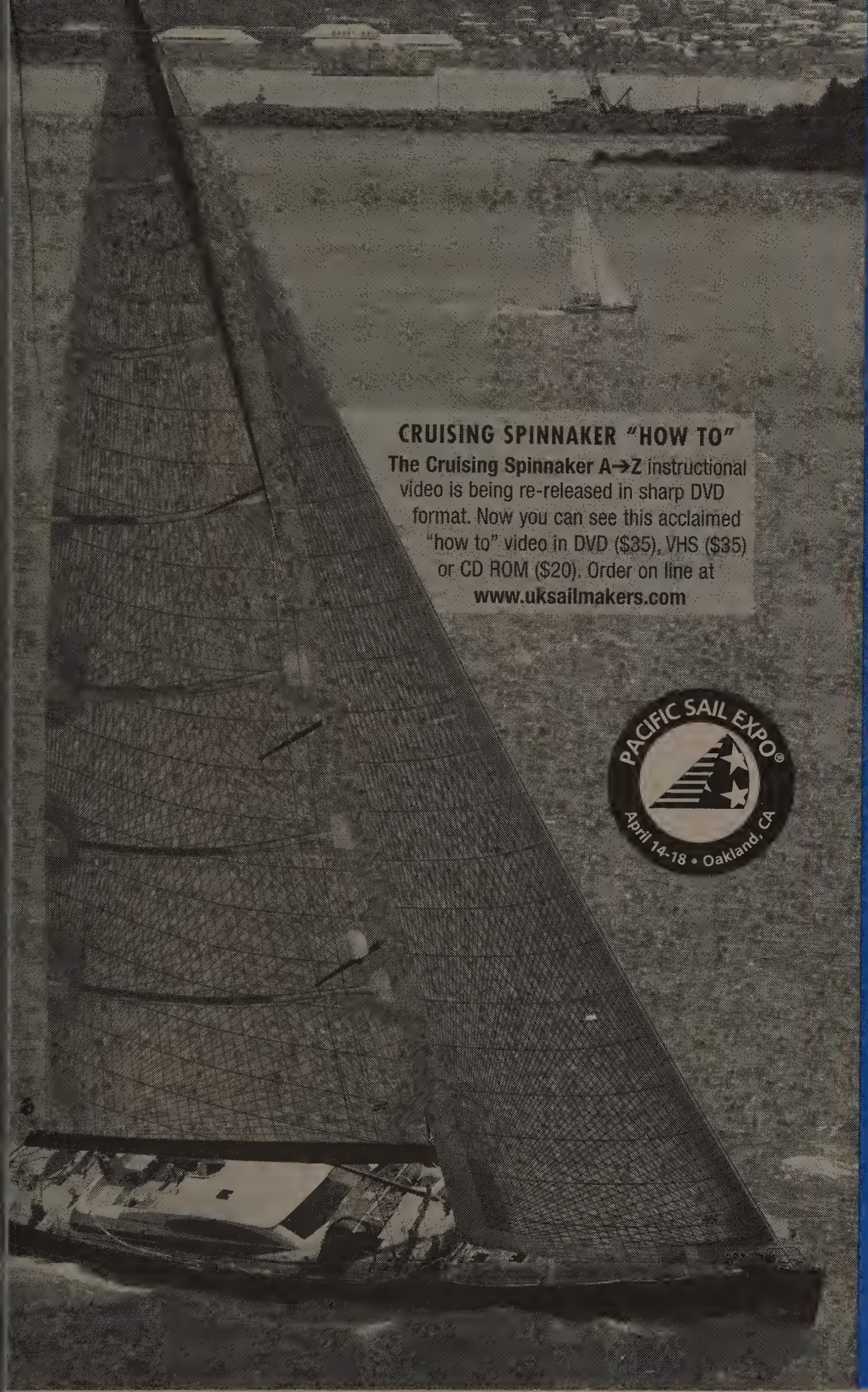
I suppose I will have to reorder a new burner plate every four years until Force 10 either runs out or I decide to purchase another brand of stove.

J. Barden
Ann Marie, Morgan 33

⇑⇓A BALM TO THE JADED BIG CITY SOUL

Living in the big city can make you cynical. Getting out of the city can remind you that there are good, decent people out there.

While bringing a new — to me — sailboat down to the Bay from the Delta, her brittle old prop disintegrated. Limping



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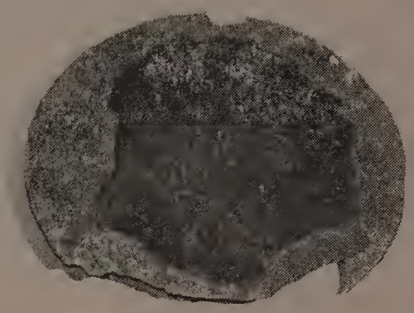
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LETTERS

into Cruiser's Haven, I was pleasantly surprised to be offered free berthing for as long as it took me to find a new prop! Ten days later, Antioch Marine called with the good news of a new prop for my Tohatsu outboard. Returning to Cruiser's Haven I was welcomed and sent on my way with best wishes.



J. BARDEN

Force 10 says burner caps are like tires in that they wear out. Make sure you replace yours occasionally. This one is from J. Barden's stove.

The treatment I received from the folks at both of these places was refreshingly different from what I have learned to expect here in the big city. So if you're cruising the Delta later this year, I suggest you give your business to Cruiser's Haven and Antioch Marine. You'll get pleasant, fast service at Antioch Marine, and the people and wildlife at Cruiser's Haven will be a balm to your jaded big city soul.

'Pleasantly Surprised'
Alameda

⇑⇓CHAGOS, THE SITE OF HUMAN RIGHTS VIOLATIONS

I just read Cap'n Fatty's article about cruising the Chagos Archipelago in the middle of the Indian Ocean, and had to find out more about the place. So I did a search — and imagine my surprise to find out that this "wonderful place" is actually the site of some international human rights violations! It seems the reason that it is "completely devoid of people" is that the 2,000 or so inhabitants, mostly descendants of slaves, were forcibly removed by the British, in violation of every human rights treaty. This was done so they could rent nearby Diego Garcia to the United States for $1/year, so we could set up a giant military base!

Doing a Google search turned up a 1997 *Washington Times* article titled, *The Natives of Chagos Archipelago Are Looking To Come Home*.

I guess paradise found for passing yachties is paradise lost for the former inhabitants. Sigh.

S. Scully
Seawolf
San Francisco

S. — You're correct, the previous residents of the Chagos were all given a sum of money and made to vacate the island. We've written about this several times, but not in recent years. The locals had to leave behind homes and shops with everything intact, as well as well-tended farms and orchards. Everything is rundown now, except at Diego Garcia, where, if you're in the military, you can stop at a KFC, Burger King, Pizza Hut, and all the rest — right there in the middle of the Indian Ocean.

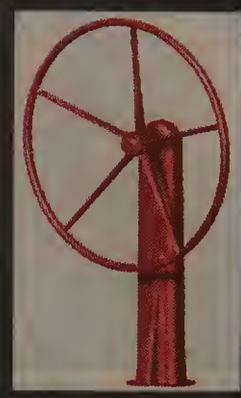
The World Fact Book explains the history of the Chagos as follows: "Established as a territory of the United Kingdom in 1965, a number of the British Indian Ocean Territory (BIOT) islands were transferred to the Seychelles when it attained independence in 1976. Subsequently, BIOT has consisted only of the six main island groups comprising the Chagos Archipelago. The largest and most southerly of the islands, Diego

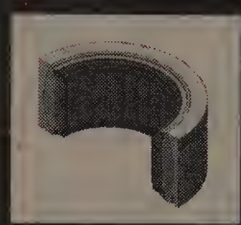
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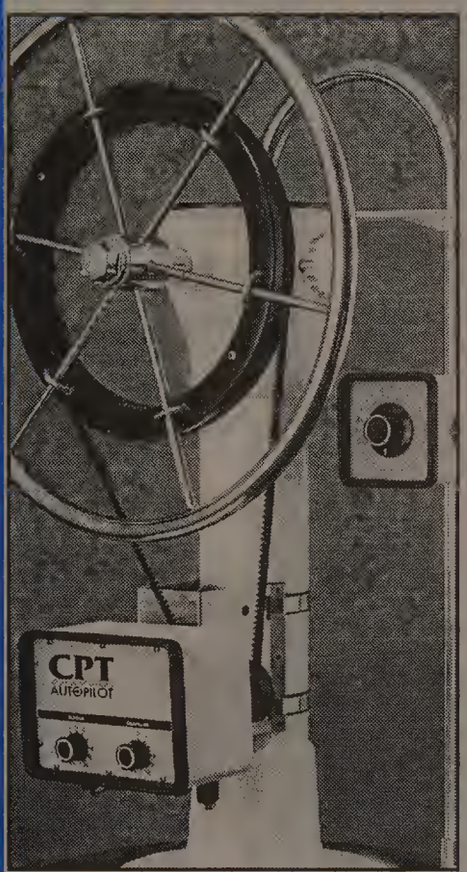
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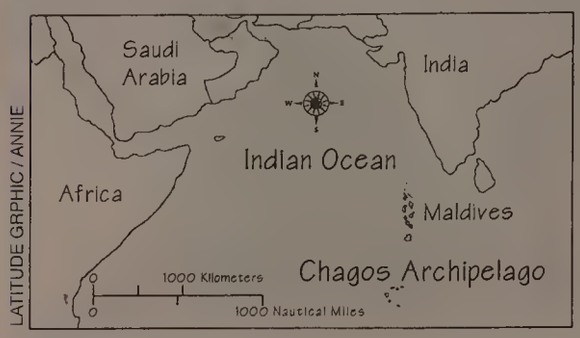
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LETTERS

Garcia, contains a joint United Kingdom-U.S. naval support facility. All of the remaining islands are uninhabited. Former agricultural workers, earlier residents in the islands, were relocated primarily to Mauritius, but also to the Seychelles, between 1967 and 1973. In 2000, a British High Court ruling invalidated the local immigration order that had excluded them from the archipelago, but upheld the special military status of Diego Garcia."



Despite their remote location in the Indian Ocean, Chagos is a favorite stop for world cruisers.

Rob and Mary Messenger of Maude I. Jones, *who were at the other islands of the Chagos about two years ago, report that every now and then some British troops — in battle gear, complete with combat makeup — come up from Diego Garcia to collect the $1/day cruising fee from the yachties. You'd hardly think it would be worth the trouble.*

Some cruisers might think about boycotting a group of islands that has been the site of possible human rights violations. Unfortunately, if that were a guiding principle, there would hardly be anywhere in the world they could cruise with a clear conscience.

⇑⇓THE OAKLAND YC HAS REALLY NAILED IT!

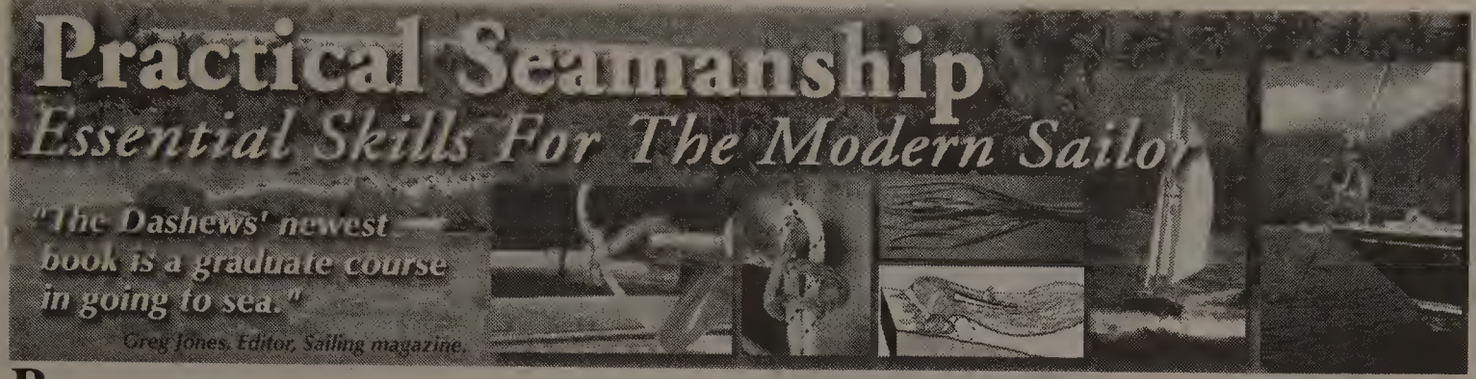
I want to put in a good word for the Oakland YC Race Committee. This is my second year racing the Oakland YC's Sunday series, and they've made a good thing even better. Here's the deal: For your $35 entry fee, you get five races, pre-race lectures by notable Bay Area sailors, complimentary dogs and chips at the bar, enthusiastic and entertaining race results announced to the cheering crowd after each race, and great prizes personalized for first place finishers. We just finished a race four hours ago and the results — including series standings are already posted on the web! That does wonders for crew morale, as we have detailed results during the afterglow debrief.

Another great thing is that the shirts given to the second and third place finishers don't mention that you didn't come in first. Yeah, yeah, second and third are respectable even at this level of competition, but nobody needs to advertise they placed or showed rather than won. My favorites — and the ones I wear around the most — are inclusive and say something like "OYC Racing 2004."

Another thing the Oakland YC does well is posting the series dates early, which makes it easy to block out the race dates for skipper, crew and spouses. Ever try to get five people in one place five times in any other venue? It's not easy, but having the dates early sure helps.

Further, when you call the race committee, they respond with helpful answers. They use the radio to make important announcements such as postponements, reversed courses, shortened courses, and such. Since they do it this clearly, it eliminates confusion.

For the grand finale, the OYC Race Committee is going to run two hours of practice race starts before the final race to help anyone who cares to dial in their start timing. I can't overemphasize the impact a race committee can have on the enjoyment of the sport. Take note — the OYC Race Commit-



Before the advent of satellite navigation, radar and electronic charts, you had to learn the *art of seamanship* through experience, both good and bad. After enough close calls and a few hard knocks, you developed a feel for the sea and its moods. You became aware of the subtle messages in the sky, the shape of the waves, the smell of the land. With practice you improved your boat handling and the ability to react instantly to a change in the situation. This is what kept you safe and got you to your destination.

These days everyone carries a GPS and a boat full of electronics. As a result, the essential skills developed over thousands of years of sailing are slowly being lost. Modern electronics are a wonderful step forward when they work, but they are no substitute for *seamanship*.

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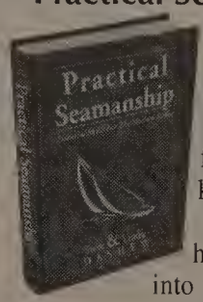
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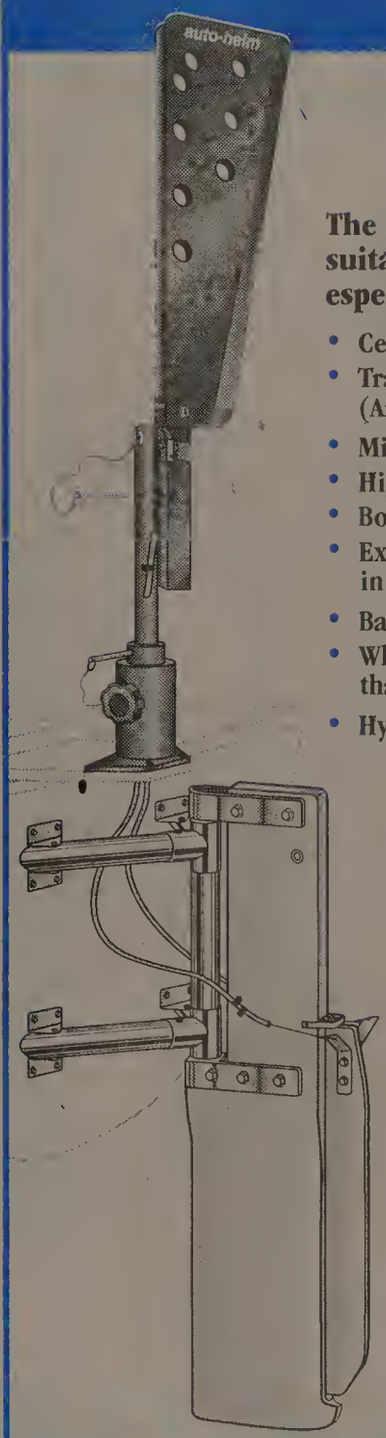
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LETTERS

tee has really nailed it!

Brant Adornato & Crew
Spitfire
Alameda

Brant — It's nice to have a racer write in to thank the race committee. We haven't had a letter like that in years. But it sounds as though the Oakland YC is doing a lot of great little things to make their events more participant-friendly. We salute them!

We also have to say we're envious about participants only having to pay $35 for for five races. We had to pay $486 for the four-race Heineken Regatta in St. Martin, and it bruised our wallet. What's more, the B.V.I. Spring Regatta is about the same price.

⇑⇓TIPS ON CUBA? YEAH, NOW IS NOT THE TIME TO GO.

I'm back at home in Santa Cruz after a four-year trip to Mexico, Central America, Panama, the East Coast of the United States, and the Med on our J/42 *Songline*. It's time for us to get back to work and enroll our son in Santa Cruz High. Before this we've home-schooled him and he attended a year at an American high school in Barcelona, Spain.

My husband Mark is bringing *Songline* up the Caribbean chain, and I will meet him in St. Thomas in April. Our plan is to sail our boat to Miami, then truck her home to Santa Cruz. We hope to find a way to visit Cuba on our way to Miami, and I heard you ran a great article about it a year or so ago. I'd really like to read it. How can I find out what issue it's in and how I can get a copy?

Monica Hersch
Songline
Santa Cruz

Monica — We've run numerous articles on Cuba over the years, including one about a trip we made there eight years ago. So unless you can be more specific, you'd have to search through the back issues yourself.

We have to caution you that times are different now. With a presidential election this fall, the incumbent has found it politically expedient to curry favor with the Cuban voters in south Florida by announcing that the U.S. government will be cracking down on private U.S. yachts that visit Cuba. As we understand it, there's still nothing the government can do as long as you don't spend money in Cuba — "trading with the enemy" — but perhaps they can find other ways to make your life unpleasant. For example, maybe they know somebody in the IRS and have your returns gone over with a fine-tooth comb. Normally we don't have a problem ignoring such government edicts, but this might be a battle you'd want to pass on. After all, it won't be long before Fidel is dead and the



LATITUDE ARCHIVES

Rebels without a clue! Here the Wanderer and Dona de Mallorca get ready to tour Baracoa on a motorcycle. Too bad the bike didn't run any better than the Cuban economy.

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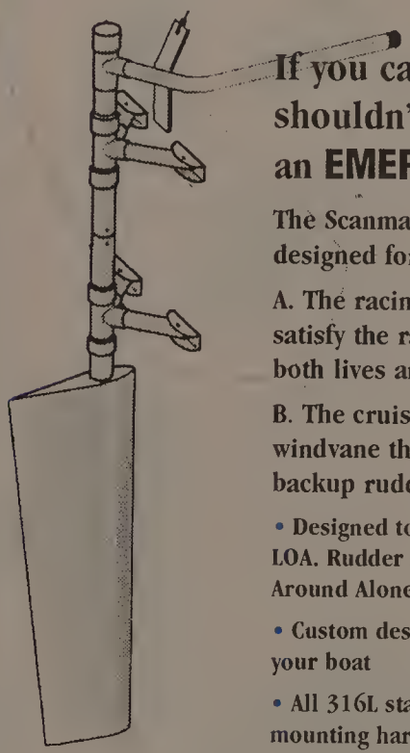
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LETTERS

whole of Cuba opens up to tourism.

⇑⇓GOING TO CUBA FOR FISHING AND SEX

On February 27 the Associated Press ran a wire story by Scott Lindlaw about President Bush tightening rules on travel to Cuba by boat. You gotta love the quote by Joe Garcia, executive director of the Cuban American National Foundation in Miami, about Hemingway International Marina just outside of Havana:

"*[The marina]* is basically designed for U.S. pleasure craft. Most of them *[American mariners]* go for sexual tourism and a little bit of fishing on the side."

What exactly is "sexual tourism"?

Frank Bien
fbien@hotmail.com

Frank — When we visited Hemingway International Marina about eight years ago, we were told that it was originally intended to be a luxury housing development with docks. Sort of like Ft. Lauderdale. The waterways were all dredged and the land prepared for construction, but then the Revolution came along before any nails could be pounded. It's been downhill ever since. So while it's true that the marina was designed for U.S. pleasure craft — just like Marina Cabo San Lucas and many others outside the U.S. — it wasn't in the sense that Garcia seems to be implying.

'Sex tourism' is when people or tours are planned to visit certain cities or countries for the purpose of having sex — often with minors — rather than looking at tulips (Amsterdam), Buddhist shrines (Thailand), or the Golden Gate Bridge (San Francisco). It's common for Cuban girls to knock on boat hulls after dark offering to have sex for a pittance, but we don't think that's the reason most Americans go to Cuba. After all, there's plenty of sex with Cuban girls that can be bought in Miami. We found Havana and the rest of Cuba to be incredibly interesting.

Banning U.S. boats from Cuba may be good politics in an election year, but as we've said many times before, it's bad policy.

⇑⇓WHY USE A CYBERCAFE INSTEAD OF GLOBALSTAR?

I've enjoyed the Wanderer's reports from the Caribbean. You have intimated some difficulty with getting your information back using internet cafes. Why aren't you using the Globalstar SatPhone?

My biggest gripe about Mexico, where we winter on *Sea Amigo*, is communication. We're seriously considering a Globalstar phone for data and voice. For some reason you don't seem to be using it. *Por que?*

Ray Thompson
Sea Amigo, Piver Lodestar tri
Eureka / San Carlos, Mexico

Ray — Two reasons. The first is that from south of Mexico to the Eastern Caribbean, we've found Globalstar's coverage to be spotty at best. Countless calls didn't go through and/or were dropped. The company claims much better coverage in the Eastern Caribbean and, while it's certainly been better than off the north coast of South America, it hasn't been as good as it should be. Globalstar says they'll be adding satellites soon to solve this problem, but so far it's often been infuriating. When a call goes through the sound is terrific, but you can never tell if the call will go through and/or not be cut off.

The second reason we don't use Globalstar for data transmission is that, compared to high speed land-based transmis-

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REGULAR WAXES REPEL WATER FOR SOME MONTHS, BUT ARE NOT A GOOD BARRIER AGAINST ABRASION, UV, ATMOSPHERIC OXYGEN AND OZONE THAT CAUSE DETERIORATION OF THE UNDERLYING GELCOAT.	The hardened resins of our **Mirror Hard Superglaze**™ form a tough barrier against abrasion (harder than gelcoat) and oxidation. It also forms a chemical barrier to oxidation because it is rich in antioxidants and free radical scavengers.
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LETTERS

sions, it's extremely slow and would therefore be very expensive. Remember, we're don't need to just send simple text, but rather complicated PageMaker documents and many high resolution Photoshop-doctored photographs. Similarly, you can also surf the net with a Globalstar phone, but at such slow speeds that it would be very expensive.

As you may know, Globalstar uses what's called a 'bent pipe' technology — which means the system doesn't work much over 200 miles offshore or outside of other coverage zones. This doesn't cut it with folks sailing to the Caribbean from the Northeast or the Med, so their choice for voice and data tends to be the Iridium SatPhone. Once again, you don't want to send long and complicated documents over Iridium because it too is slow, but for basic emails it seems to be fine. The downside to Iridium is that if you want to talk to kids or grandkids and hear the nuances in their voices, it's hard to do so with Iridium because their sound quality is clearly inferior to Globalstar's.

If you're just going to be staying in Mexico, the Globalstar SatPhone is probably your best choice for voice and basic data transmission. But if you're heading farther offshore or outside of Globalstar's coverage area, Iridium would be the better choice. It is possible to get high-speed, low-cost data transmission on your boat. All you need is money. Lots and lots of money.

⇑⇓LOOKING FOR A YARD IN WHICH TO BUILD A BOAT

I'm intending to build a sailboat starting next winter. I expect it will take at least 12 months, and I'm looking for a boatyard somewhere in the Bay Area where I can construct it. I'll need a level area about 50 feet by 30 feet, and electricity would be a big plus. Can you help me locate such a place?

Curt Mayer
San Francisco

Curt — Sorry, we don't have the time to call all the boatyards for you. But if money is any kind of consideration, we suggest you call marinas and boatyards beyond the immediate Central Bay where the price of space isn't so high.

We don't mean to be nosy, but when somebody mentions "12 months" in the same breath as building a boat, we wonder if they fully appreciate the amount of time and money entailed in such a project. If your passion is building boats, try a dinghy before going onto a big project. If your passion is sailing, buy a good used boat and you'll save a small fortune and several years of your life.

⇑⇓PLEASURES OF THE CRUISING LIFESTYLE

Greetings from sunny and summery New Zealand! We're taking a break from our boat projects to enjoy some of the best of the great New Zealand cruising grounds. We just watched the sun set over the western ridge of Kiwiriki Bay, our favorite anchorage. This bay is spectacularly beautiful and offers 360-degree protection out at Great Barrier Island on the Hauraki Gulf. The days have been hot, the nights cool, and the water temperature 72 degrees. We've got a bucket of fresh clams hanging off the transom, and a few red snapper filets are just waiting for the BBQ to warm up. We're a little sore from the hiking, kayaking, swimming and sunburns, but we've set aside plenty of cockpit time to recover. As you might imagine, it doesn't get much better than this.

At this point we're 2.5 years out of San Francisco, and on our second lap to New Zealand after enjoying Fiji for six months last year. Our top cruising destinations so far — without any hesitation or debate among the crew — have been

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LETTERS

the Tuamotus, Suwarrow (Cook Islands), and the Lau Group of Fiji. But having said that, it's *all* been good. In fact, enough good can't be said about the cruising lifestyle. The cruising community is tops, and both of us are more fit than we've been in a couple of *decades*. We plan on being out here for as long has we can handle it.

We've been following a number of stories in *Latitude*, but are admittedly at least two issues behind. First and foremost, we hope that *Profligate* made it safely to the Eastern Caribbean — with props still attached and saildrives functioning as designed. Second, we are dying to hear how the *'Latitude 38* Cruising Catamaran Windward Challenge' turned out — the Challenge being for any cruising catamaran to try to point as high or higher than a similar length J/Boat.

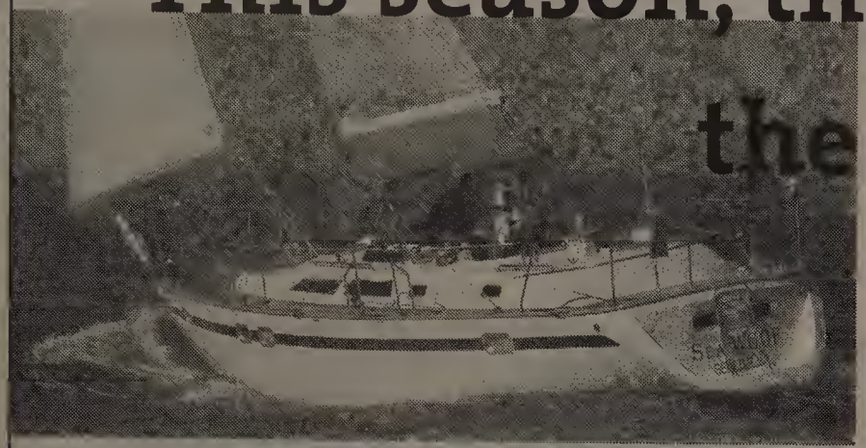
We are betting on the monohull in the Challenge, in no small part because we have fond memories of the case of cold ones we won from *Profligate* on the race course at Banderas Bay in Mexico. Having no multihull experience, we just couldn't understand why you guys with the cruising cats — *Profligate, Capricorn Cat,* and *Little Wing* — had to close reach out to La Cruz before tacking to close-reach back to the weather mark! At the time, we thought perhaps all the cats had confused the Banderas Bay Regatta sailing rules with those of the Tenacatita Bay Tres Palapas Race and were off to Philo's for a *cerveza*.

But we also have equally clear memories of the cats effortlessly reeling off the miles down the coast of Baja — while we ran around like one-armed paper hangers trying to keep our high-performance cruising monohull on course, and more or less under the spinnaker. More recently, on our sail from Fiji to New Zealand last November, we sailed all 1,100 miles in the general company of two big cats. While we were debating whether or not it was too rough to boil water to make Top Ramen on our monohull, the folks on the cats were arguing about which DVD to watch after a pleasant dinner. Which brings us to the actual purpose of our email.

We think we have the best little — actually around 50 feet — sailing boat in the cruising fleet. No other boat — larger or smaller, one hull or two — sails as well as our little ship. At least not in our opinion. The problem is that sailing is actually a relatively minor — albeit important — part of the cruising life. But we're starting to think that we'd like to have the best of both worlds — quick passages and a little bit of room on the boat. We'd love to have a bit more room so all the 'neighbors' could row over for a sundowner; so family and friends can join us onboard for a few days without our having to rent a storage locker for all the gear we keep in the aft cabin; and most of all, so we could have a couple of comfortable chairs onboard.

We've ruled out a bigger monohull because we just don't want to manage bigger sails, heftier loads, and higher price tags. We think that leaves performance cruising multihulls as the logical alternative. Without meaning to put you on the spot, if you were a keen cruiser looking at a 50-ft (+/-) cat that was world-cruising capable, and offered the reaching and running performance and safety of high-performance monohulls like ours or the J-Boats, where would you look? Are there any production boats that really fit the description? In your view, who are the top designers and builders of performance bluewater cats? We'd really appreciate any small bit of candid input/help you can provide. We've spent the last month reading back issues of about a dozen different sailing magazines, plus Chris White's book on cruising multihulls. We think we know what we'd ideally like, but don't have a very good feel for what is realistically available out

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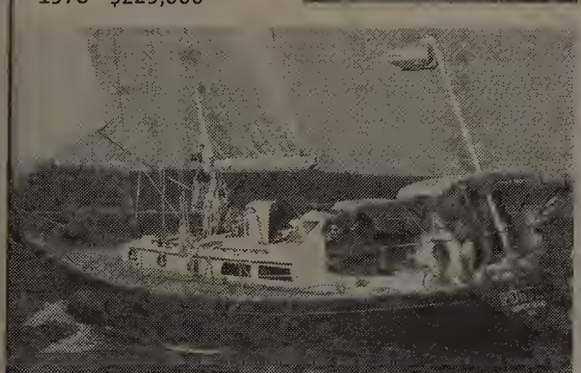
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LETTERS

there.

If you publish this in the magazine, please withhold our name and our boat name — we haven't told our kids that we're curious about catamarans yet.

Curious About Cats
Hawaii

Mr. & Ms. Curious About Cats — First of all, let us say we know what you mean about the cruising lifestyle. We've spent more time on our boat this winter than ever before, and as nice as Northern California is, we only came back because we had to. As we wrote last month, spending all that time on our cat reminded us just how relaxing and enjoyable life can be.

Profligate did make it to the Eastern Caribbean, thank you, the only snag being needing four days to replace the two saildrives in Panama. Thanks to crossing the Caribbean Sea before the 'Christmas winds' set in, several of our crew said the crossing was easier than Baja Bashes they've done. The strategy of relentlessly hauling ass from Cabo the minute the Ha-Ha was over really paid off.

Let's talk about cats. To date, not one cruising catamaran manufacturer or designer has stepped up to take the Latitude *Cruising Catamaran Windward Challenge. The reason is simple — they'd all fail. The time that* Profligate, Little Wing, *and* Capricorn Cat *reached off toward La Cruz rather than the weather mark in the Banderas Bay Regatta was, in fact, an inside joke among the three of us, but there is no point in misleading people — performance cats don't point anywhere near as high as performance monohulls.*

In the recently completed Heineken Regatta, there were four performance cruising cats: Profligate, *which is based on a Hughes 60;* Little Wing, *a Perry 52;* Rocketeer, *a Chris White-designed Atlantic 55; and* La Vie En Rose, *a Catana 47. As John Haste of* Little Wing *will attest, in the windy conditions* Profligate *was consistently able to point as high or higher than all the other cats.* Rocketeer *— which may only have keels — was next, while* Little Wing *— whose almost new Dacron main was already blown out — was third, and* La Vie En Rose *was fourth. Once again, we're speaking only in terms of pointing ability.*

We race Profligate *on the assumption that in typical conditions we tack in about 110 degrees. In perfect conditions, meaning 15 knots of wind, flat water, new sails, and good trimmers, we might be able to tack in 105 degrees or even a tiny bit higher, but that's the limit for effective pointing. So none of the other cruising cats did any better than that. (By the way, Stan Honey tells us that* Cheyenne, *ex-*Playstation, *tacks in no better than 120 degrees.)*

We figure that a good performance cruising monohull should, even when loaded down, be able to tack in about 90 to 95 degrees in typical conditions. This would mean that on a given tack, a performance monohull should be able to point about seven to 10 degrees higher than a performance multihull. That clearly was the case during the Heineken Regatta. It was most evident during the last windward leg of the last race, when the fleet had to harden up from a broad reach to a not-quite-able-to-lay-it beat up to Fort Amsterdam. Not one of the four cruising cats could point as high as even the lowest-pointing performance monohull — and it wasn't even close. We have about 50 witnesses, so the next time some multihull zealot tries to tell you his cruising cat can point as high as a performance cruising monohull, you can rest assured that they're full of baloney. By the way, as the wind gets lighter, the difference in pointing ability becomes even more pronounced.

However — and this is a giant however — one of the main

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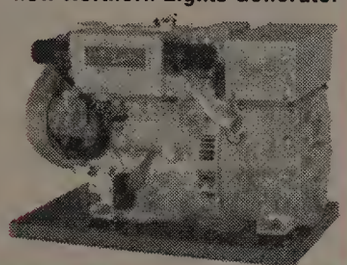
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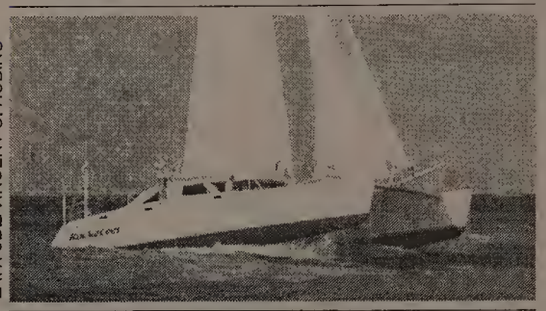
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LETTERS

goals of cruising is to avoid having to sail to weather. Circumnavigators have told us that if they follow the seasons, the weather reports, and the cruising routes, they only have to beat about 20% of the time. So while not being able to point as high as a performance monohull is not a positive thing, it's certainly not the end of the world for cruising cats.

Furthermore, as soon as performance cruising cats crack the jib sheet even slightly in a good breeze, they haul ass. Last year we singlehanded Profligate *in the Silver Eagle In-The-Bay Long Distance Race, and as we came across the Central Bay with a full main and tiny jib in 25 knots of wind, the cat was almost effortlessly sailing along at 16 to 19 knots. Not having to be at the wheel, and not even having the autopilot on, we walked around in the huge cockpit wearing shorts and a T-shirt. Meanwhile, we rocketed past a number of performance monohulls whose crews were on the weather rail in foul weather gear getting drenched. It's a case of different boats being better in different conditions. We had a similar instance this winter on a 50-mile close and broad reach from Nevis to St. Barth, which we completed in about four hours under full main and tiny jib. We'd started about 90 minutes later than a very fine 70-ft yawl with a professional crew, and finished about half an hour earlier. The wind blew about 18 to 25 knots, the seas were very sloppy, and we all but singlehanded. Again, these were our conditions.*



LATITUDE/VINCENT C. RUBINO

The claim had been made that the Atlantic 55 could point as high as performance monohulls. Although she pointed higher than most of the cruising cats, she couldn't point anywhere near as high as the monohulls — even in flat water.

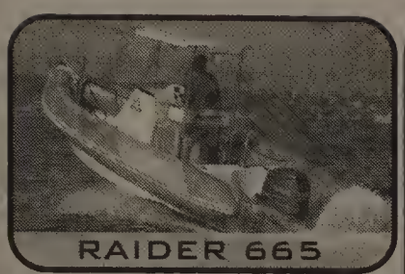
As most sailors know, the majority of production-built catamarans have been designed for the Caribbean charter trade, which means the priorities are the maximum number of berths, showers and toilets for each cabin, and as many other comforts and luxuries as possible. Performance is not a major consideration for the Caribbean charter fleets — which is why these companies don't have J/Boats, SC 52s and similar boats in their monohull fleets.

In this mostly-made-for-chartering group, we would include catamarans such as the Lagoons, the Fountaine-Pajots, the Dufour Nautitechs, and the Robertson & Caine and others. We're in no way suggesting that these aren't fine cats — in fact, we'll soon have an interview with a west coast family that just completed five fabulous years cruising one in the Pacific — just that they weren't primarily designed for speed. We have, however, noticed that in recent years these same brands have been paying more attention to performance than they did before. For example, the rig of a Lagoon 570, which replaced the Lagoon 55, towers over the rig of the latter, and also has a long sprit.

The qualities that separate performance cruising cats from regular cats is having most of the following qualities: They are light, have relatively narrow hulls, excellent bridgedeck clearance, daggerboards and reasonably large sail plans. This would include Gunboats, Outremers, Catanas, and many custom designs. Because they have these qualities, they will provide better real world performance than the previously mentioned cats. But even within this small group, there are huge

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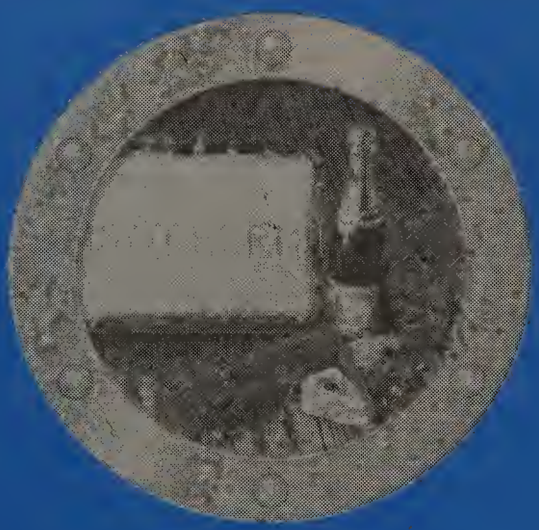
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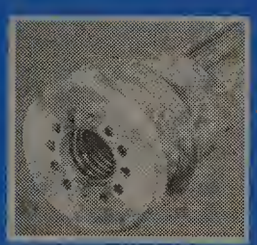
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differences. The Gunboats, because they are so high tech and so light, will be the fastest. The Outremers, which are relatively small and light for their length, will be faster than the Cantanas, which are a combination of luxury — which is heavy and slow — but also has many performance qualities.

Figuring out just how much faster one cat would be than the other in the real world of cruising is impossible to tell. For one thing, in conditions where a Lagoon 570 might be weakest compared to a Gunboat — pointing in light air — her owner might well just fire up the engines. Whereas in the high wind reaching conditions we had from Nevis to St. Barth, where the Lagoon wouldn't be hurt by lack of daggerboards or limited as much by her weight and smaller sail plan, she might not be that much slower than Profligate.

For most boat buyers, cost is a factor, too. While a high-tech Gunboat would be the fastest of the cats we've mentioned, it's also by far the most expensive. The Catana, which tries to combine luxury with performance, is also quite dear, especially with the euro having creamed the dollar recently. The Outremers are the least expensive, but even for the same length they are the smallest and most basic. There are tradeoffs and compromises everywhere you look.

We had Profligate *— a hugely customized version of a Kurt Hughes 60 — built because none of the production cats at the time offered exactly what we were looking for. Other than some construction issues and having a smaller jib than we'd prefer for light air, we are extremely happy with her. If we won the lottery and could build a* Profligate II, *she'd be almost identical, but only about 52 to 55 feet. That means she could still sleep 10 people in bunks — we don't permit sleeping in the salon of* Profligate *— and would still seem more like an island than a sailboat. A 52-ft version of* Profligate *would look a heck of a lot like the rough drawings Morrelli & Melvin did for the tentative Gunboat 52 that won't be built after all. We think Morrelli & Melvin, Kurt Hughes, Chris White, Peter Wormwood, Bob Perry, and lots of others in the United States, and others internationally, could draw great cats. A lot depends on whether or not you like the 'look' they give their cats.*



LATITUDE / RICHARD

This is Kevin and Lynn Pearson's San Diego-based Catana 431 'Far Niente', which they just sailed around the Med and across the Atantic. Catanas have a lot of go-fast qualities, but their luxurious interior is heavy so it slows them down. It's sort of like the difference between SC 50s, which, because they are bare bones and lighter, are faster than more luxurious SC 52s.

The downside of having a custom boat built is finding someone to build her the way you want it — which sounds easy but is very hard. Getting a custom cat built can result in as much frustration and unhappiness as having a home built or remodeled. It's hard enough having a custom monohull built, but catamarans seem to be even more problematic. This is true even when the owner and builder are both good people trying to do their best.

Rod Gibbons of Cruising Cats USA in Seattle, Portland, S.F. and Hawaii tells his customers, "You may not get everything the way you want it with a production cat, but you know what

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LETTERS

you'll get and at what price. With a custom cat, there's no telling what you'll get, or at what price." He's telling it the way it is.

People frequently ask us for advice on having a new cat built, particularly one about the size of Profligate, *which is 63 feet. We love* Profligate *more than you can believe, and think we got almost everything right with her. We love her simplicity. But when friends tell us they want to do a 60-ft cat, we encourage them to think in terms of a 52 or 55-footer. Although we love every foot of our cat, most private individuals don't need one that big. Building smaller would save a small fortune, mean smaller loads, and the cat would be easier for a couple to handle. And she would still be huge!* Profligate *is really about a 55-footer with a grand staircase on both transoms, and we've had 150 people on her at one time. There is so much room on a cat that size you can't believe it. The starboard side of our cat is virtually empty, and we haven't been there in months. So when you talk about a 50-ft size range, we think it's as large as you need to go. And they needn't be that big. We've talked to folks who have extensively sailed their Catana 431s — which are large for 43 feet — and felt they had all the room in the world for them and their three crew.*

The most unappreciated aspect of cruising cats? There is much, much less fatigue than with monohulls. Cats are particularly well suited for older sailors.

What is the biggest downside of cats? They've become very expensive, particularly with the decline of the dollar. We paid less for our 63-footer — which is admittedly basic, the way we like it — than Catana 431s sell for used!

⇑⇓TACKING ANGLES FOR CATS

I was glad to read in *'Lectronic* about the fun that you and others were having down in Heinie-land (St. Martin's Heineken Regatta). I was especially interested in the reported tacking angles on the cruising catamarans.

My recollection is that our Catana 431 cat *Thanks Larry*, which we bought new in France in '99, could tack in 100 degrees when fully powered up in about 15+ knots breeze — or just before we started to think about furling the genoa a little. This was when the cat was new and not yet loaded down with garlic presses or other nonessentials, and before the sails fell apart. Our Catana had daggerboards, a carbon mast, narrower hulls than most French cats, and also a soft bimini which was 220 pounds lighter than the hard version. Ours was about as stock a Catana as they ever made, with a lower waterline to show for it.



LATITUDE / RICHARD

In the honkin' Heineken Regatta, the Chris White-designed Atlantic 55 outpoints the wisely reefed Catana 471 'La Vie En Rose'. For a luxurious production boat, the Catana was pretty impressive.

Dean Daniels
Ex-Owner, *Thanks Larry*, Catana 431
San Francisco / Lake Tahoe

Dean — We've pretty much said all we can say on the sub-

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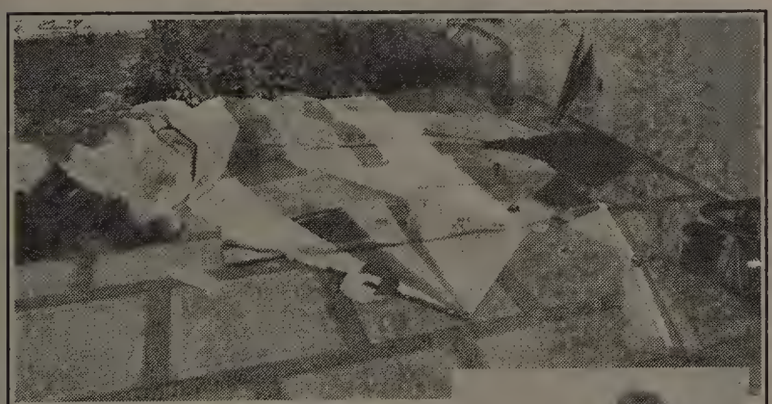
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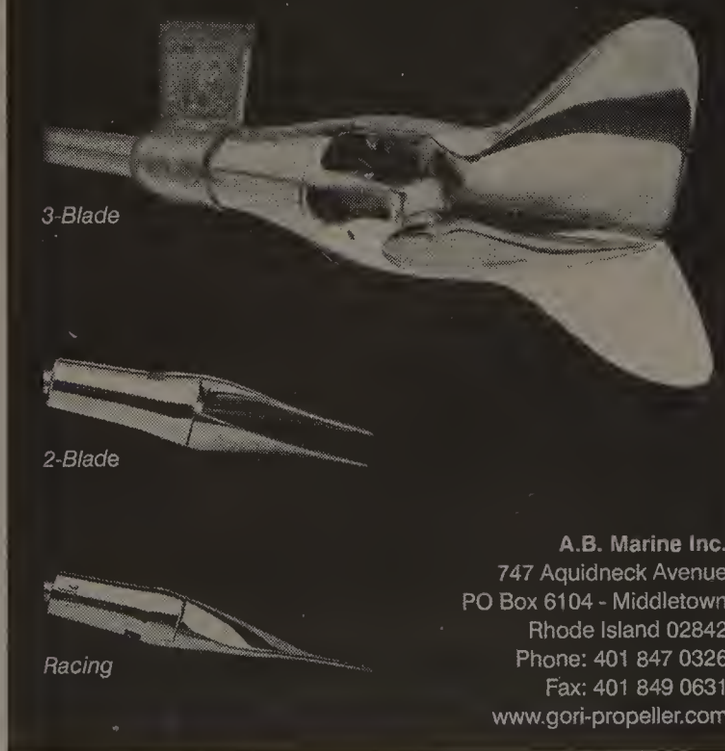


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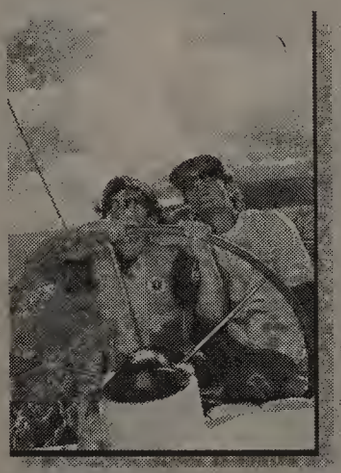
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LETTERS

ject in the above letter. We'd be really impressed by a true cruising cat that could tack in 100 degrees in real life conditions. Maybe a Gunboat — we hope one shows up for the B.V.I. Spring Festival so we can see.

⇑⇓JUST BE CAREFUL AND ENJOY

In the April issue, Jim Sarosi wrote about wanting to take his new granddaughter out sailing for the Fourth of July, at which time she'll still only be about nine pounds. He wanted advice about using PFDs.

We don't know the official answer to that question, but we're uncertain how much value a PFD would be to a three-month-old baby who somehow found herself in the Bay. Newborns are entirely dependent on adults, and would be even more so on a boat. As such, there needs to be at least two or more people aboard who know how to sail the boat in case one person goes overboard or is otherwise incapacitated.

The accompanying photo is of my wife and then-two-month-old son Noah. The smallest PFDs are quite big for an infant, but even so, they are much better than nothing. Noah has never fallen in, but if he did, a big orange lifejacket with a grab handle would be about 1,000 times easier to find and retrieve than a wet slippery infant who might not even float.

When picking out a PFD for a baby, make sure to get one with leg straps — otherwise a flexible small baby will just slip out. Despite the appearance of the lifejacket, some in-the-water testing confirmed my fears that this lifejacket will *not* reliably support a baby in the face-up position. The testing also made clear that supporting an infant while in the water yourself, without your own PFD, would be extremely difficult in even calm water. For these reasons, a baby overboard needs to be picked up ASAP or a rescue swimmer needs to be in the water very quickly. The rescue swimmer absolutely needs a PFD that allows one to swim well in addition to floating well — which would seem to count out auto-inflating vests.



JOE DELLA BARBA

Even a child's PFD is a little too big for a newborn, but it's better than nothing.

As an infant, our Noah spent a lot of time in his car seat strapped to a cockpit seat under the dodger, but during dinghy rides we had him wearing a PFD. By the time Noah was four months old, he had spent a total of 10% of his entire life aboard, so don't let any of this scare you. Just be careful and enjoy!

Noah is now over 30 pounds, so he wears a combination foam and auto-inflate PFD that should reliably keep him face up.

Joe Della Barba
Coquina, C&C 35 MK I
Northern California

⇑⇓KIDS IN CAR SEATS

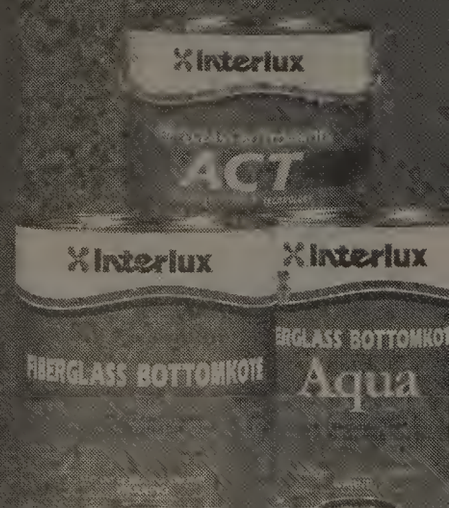
A reader wants to know about PFDs for infants? When my kids were very young, I sailed with them strapped in a car seat. I suppose you could put a PFD on the car seat, but the greatest hazard is the pre-infant falling when the boat heels

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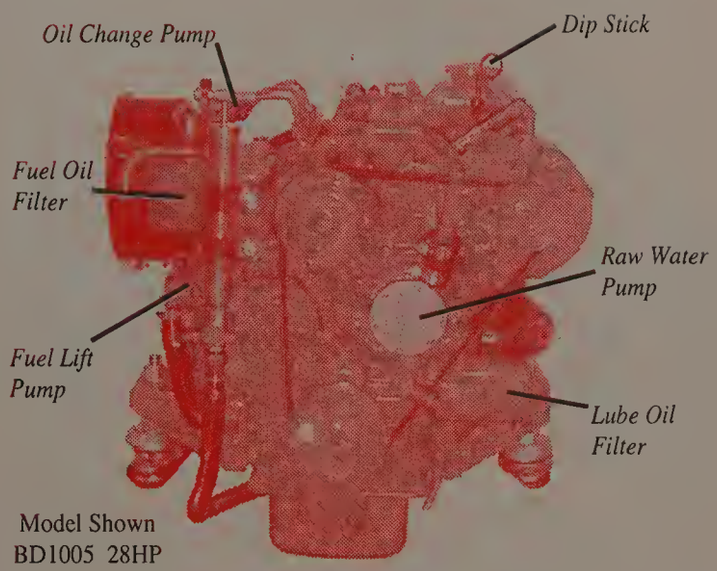
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LETTERS

over. I would strap the car seat on deck or down below.

Chris Connors
Shillelagh, C&C 39
Sonoma

Readers — We've received several other letters from readers who, like Connors, strapped their baby into a car seat and kept it under the dodger.

⇑⇓CATASTROPHIC HULL FAILURE

Being a faithful reader for several years, I became interested in the similarity of the descriptions of the catastrophic hull failures published in your magazine during the last couple of years. Editors and readers will recognize the stories that I am going to mention even if I cannot provide the names of the authors. Please excuse me if you find mistakes, because I do not have the copies of the old magazines and have to write from memory.

— The recent sinking of the Ocean 71 in the Caribbean.

— The report by the surveyor of the catastrophic cracks in a boat's hull that were initially hidden behind the straps used to lift the boat.

— The boat that was almost broken in half at the end of a transAtlantic crossing. The photos showed very deep cracks just in front of the mast.

— The boat sinking on the way from Panama to the States. I remember the crew had to use their inflatable because they didn't have a liferaft.

— Another boat sank in the middle of the Pacific. The crew used the liferaft and was saved.

All these accidents occurred in moderate conditions, which probably explains why the survivors were able to tell their stories. All of the participants reported hearing a sound from the area around the mast, thought that the boat had hit something — perhaps a container — and were not able to identify the hole. It looks to me that everything points to the failure of fiberglass due to fatigue and/or hydrolysis. I guess that a relatively new boat would not have such a failure, and all the boats described were, I would guess, more than 20 years old. On the other hand, there are plenty of older boats out there sailing the oceans.

Is it possible to observe any signs of the potential problem before it is too late? Any comments?

Thank you for the great magazine.

Alex Bogomolets
CS 30
Emeryville

Alex — We're not experts on the subject but, based on the same evidence, we'd come to the opposite conclusion. We don't think there's much to suggest that 'fiberglass fatigue' and/or hydrolysis played any part in the sinkings you mentioned. For one thing, plenty of new boats with perfect hulls have hit submerged objects and sunk, so when the same thing happens to an old boat, why would you speculate that 'fiberglass fatigue' or hydrolysis had anything to do with it?

And it's not as if failing fiberglass structures don't tend to give warning signs well in advance of failure. They usually get soft, sound dull when tapped, lose shape, and weep before they fail completely. Ask anyone who has kicked around in small sailing dinghies and they can tell you all about it. When it comes to older big boats, most tended to be way overbuilt, limiting the flexing that eventually leads to deterioration.

This brings us to the Ocean 71 ketch. About 24 of them were built, but only one has sunk — and she's sunk twice. As

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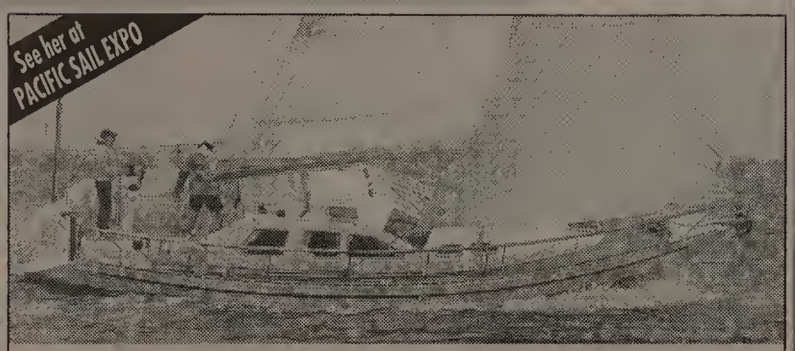
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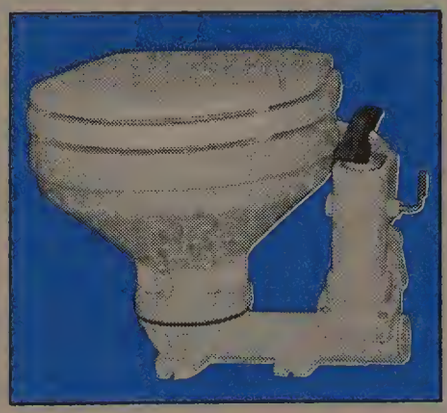
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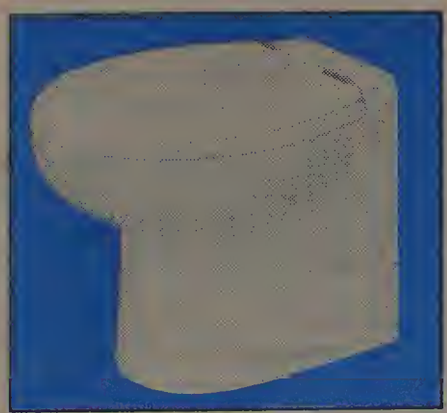
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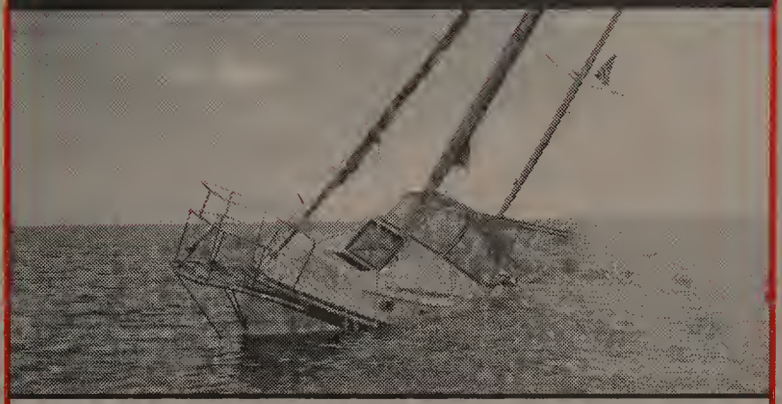
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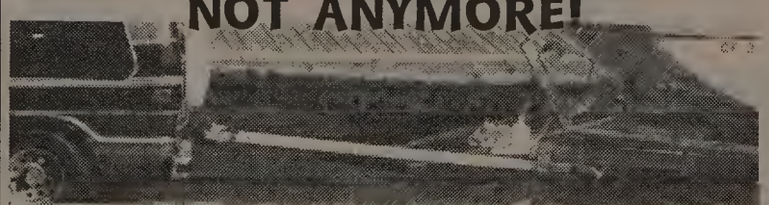
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LETTERS

we recall, the first time was caused by a failed hose clamp on a thru-hull when she was tied to the dock in Sausalito. We weren't aboard when she sank for the second time in the Caribbean, and haven't even heard detailed accounts of the incident. But having owned a sistership for a dozen years, and knowing how stoutly they were built, 'fiberglass fatigue' and/or hydrolysis don't seem to be likely causes of her demise. While in the Caribbean this winter, we spoke to a number of former 71 skippers, and none of them reported finding any indications of hull weakening on the boats they ran. But who knows for certain?

Nobody seems to know for sure exactly what caused the cracking and leaking on the Ericson 39 Maverick *at the end of her transAtlantic crossing, but we have to assume that they all agreed that it was either event- or area-specific. Otherwise, the insurance company would have totalled the boat rather than reinsured her, and her captain and crew would not have continued all the way back to California.*

As we said, we're not experts in this field, so if any surveyors or boatyard folks want to add their experience and expertise, we'd be grateful.

⇑⇓UPFRONT ON A DOWNEAST

I read the March issue with great interest — and was surprised to find two letters from readers who own DownEast 38s. As always, your advice to the two gentlemen who own them was right on target. I myself was the proud owner of *Sundowner*, a DownEast 38 cutter I kept in Newport Beach. I loved that boat and enjoyed many wonderful local trips with her.

As to Glenn Damato, who wrote that nobody will crew with him to Hawaii and the South Seas, I'm not sure he chose the right boat. In heavy following seas, the DownEast cockpit will flood somewhat easily due to its design. I personally haven't had this problem, but my slip neighbors had it happen to their DownEast 38 on their way to Mexico. As a result, they had extensive saltwater damage inside the cabin.

As for Bob Mathai, who was wondering about the difference in speed between a DownEast 38 and a Catalina 36, I can tell him that there's no contest. The beautiful DownEast 38 is, if not the slowest boat on the water, close to it. I am certainly not a racing enthusiast, but most boats' slow speed came close to driving me crazy at times and, consequently, most of the time I 'cheated' by having the engine running as well. So I would advise Mathai to decide whether he wants a faster boat or one that, when under full sail, has other sailors hollering, "Wow, what a beautiful boat!"

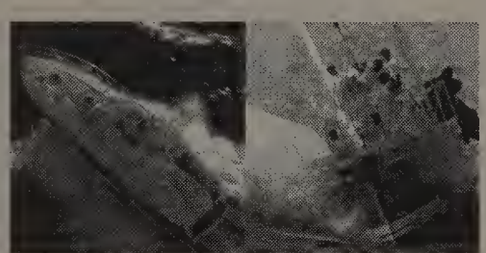
As for Damato, I would suggest that he head south and keep going past Mexico to Costa Rica, Panama, through the Panama Canal over to the San Blas Islands, up the coast to Cancun, and so forth. There's great sailing and no need to do many overnight passages.

Juergen Meinberg
Amistad
Ensenada, Mexico

Juergen — We think you're unnecessarily running down a perfectly decent design. We remember writing an article about a couple in their late '60s who did a seven-year circumnavigation aboard a DownEast 32, which is the same boat as the 38 but smaller. They came home for a few years, then, while in their early 70s, took off again to cruise Mexico and Central America. They didn't have anything bad to say about the boat — even though she rolled 360° in huge seas when she was only 50 miles from the Golden Gate on the last day of their

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LETTERS

circumnavigation.

When it comes to performance, we agree that the DownEast isn't a rocket in light air and doesn't point like a 12 Meter. But if someone is just pleasure sailing around Southern California or to Mexico, what's the big deal? It's mostly reaching and running, in which conditions the 38 should be a decent enough sailing boat. And for the conditions in which she doesn't excel, there's always the engine.

It's also important to remember that boat design is just one of the factors in a boat's performance. Others include the ability of the skipper, the condition of the sails, and how clean the bottom is. Since the DownEast 38 never had inherent appeal for performance sailors, we suspect that most owners weren't the most skilled sailors and may not have been so conscientious about their sails and bottoms. So, except in the conditions mentioned, the DownEast may not be anywhere near as slow as most people think. Given her fat-for-her-waterline PHRF rating, we bet a good skipper could kick ass with one in races in which there was lots of reaching. Sort of like John Slivka did a few years ago with his Coronado 27, a small boat that he also lived aboard.

⇑⇓GONE FOR 20 YEARS, BUT THE PRINCIPLES ENDURE

Time has truly flown by, as it's hard to believe that it was 20 years ago this month that Jim Boles left us and sailed over the horizon where the wind is warm and always at your back. Jim was the very much beloved 'father' of the Northern Californeea — current PC spelling — Performance Handicap Rating system, which is now the primary mechanism for Handicap Racing in what is now the San Francisco Bay Area — Designated National Area 'G'. With the help of Ed Homer, Ben Choate, myself and Peggy Gregory of the Southern California PHRF office, the system was put in place for the San Francisco Bay YRA (Yacht Racing Association) and most club handicap racing. It replaced the old 'golf' type handicap system, which was rampant with 'sandbagging' problems.

From 1978 until his death in 1984, Jim was the mainstay of the committee, enforcing both discipline and humor with an untiring effort on his part — including recruiting his students at U.C. Berkeley, where he taught statistics for many years, to do analysis runs.

The Northern California PHRF committee has gone through some changes over the years, but the foundation of principles laid down by Jim remains intact — as evidenced by our unique set of Rules and Guidelines.

Dave Few
Past Chair and Member, Northern California PHRF

⇑⇓DID THE PARDEYS GIVE UP THEIR ENGINELESS BOAT?

A few years ago, we made a similar peregrination of the Pacific to that of Kurt and Katie Braun of the Deerfoot 74 *Interlude*. And like them, we anchored next to Larry and Lin Pardey. I may be mistaken, but it was my understanding that some time ago Larry and Lin had upgraded to a modern vessel as opposed to *Taleisin*, which had no thruhulls, no engine, no outboard, and so forth. But when Braun described his recent encounter with them, he spoke in the present tense. So can you set me straight — do the Pardeys still have the same simple boat or was their evolutionary shift to a more modern boat just an urban legend?

David Hatch
Stardate
Alameda

David — The Pardeys, bless their hearts, walk the walk as

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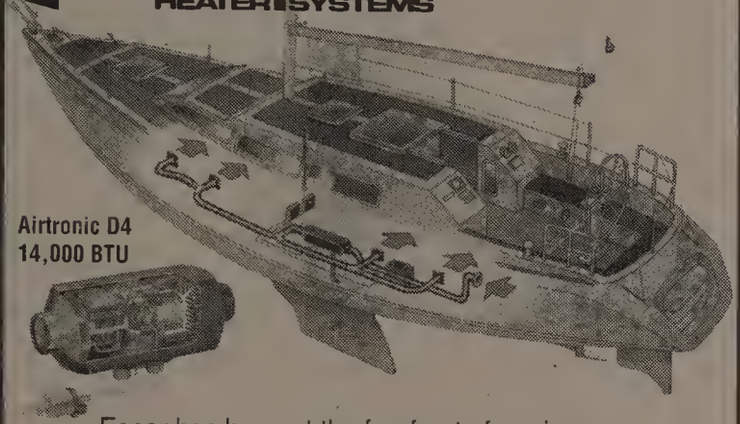
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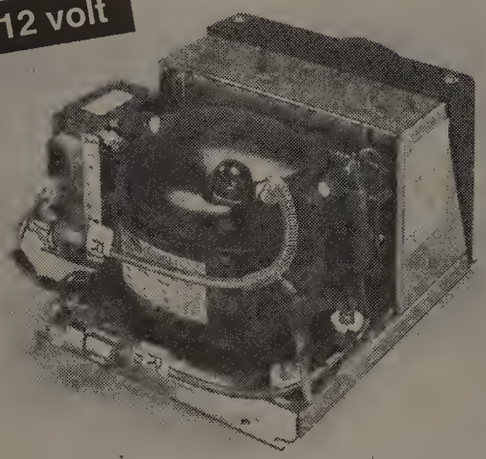
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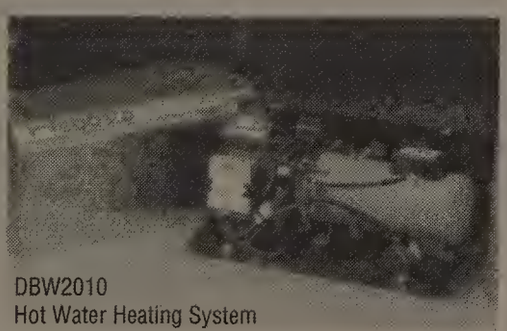
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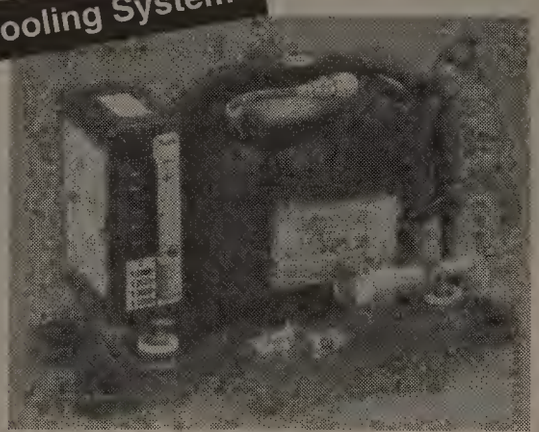
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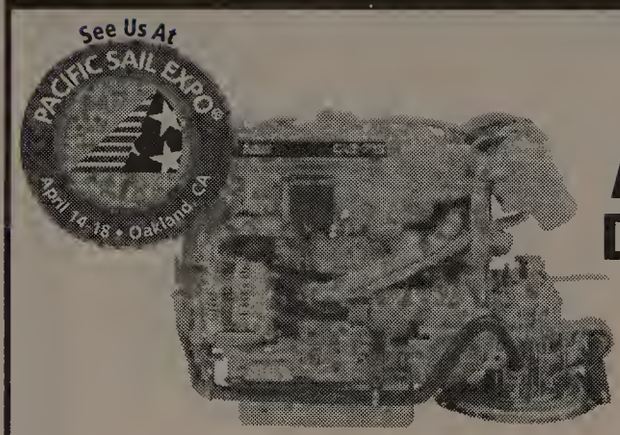
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much as any sailors we know. It must be 20 years ago that we were in Newport Beach to watch Lin smash the champagne bottle across the bow of the 29-ft Taleisin *that Larry had built of wood in the coastal hills of Southern California. Since that time the couple has sailed that engineless boat all over the globe, including many of the world's most challenging passages. In 2002, for example, they rounded Cape Horn. So you can ignore the urban legends, they still cruise the same simple boat and adhere to the same lifelong philosophy. Although we personally take a much more hedonistic approach toward sailing, we have nothing but respect and admiration for Larry and Lin.*

By the way, the couple will be giving four free seminars at Sail Expo (see www.sailamerica.com for details). We highly recommend them. For those who are even more interested in the couple's sailing style and philosophy, they will be giving a day-long seminar, for a fee, on April 13 at the Encinal YC. For reservations, call Kathy at ASA, (310) 822-7171, or see the website, www.american-sailing.com.

⇑⇓WHAT WERE YOU IMPLYING?

The March *Sightings* article titled *Winter Waves Claim Another Boat — And Life*, contained several errors that made me guess that the issue had gone to press before your editor could correct the story.

Just after the accident Randy Reid, the owner of the boat and the father of 23-year-old Erik Reid, who died in the tragedy, responded to an outsider who joined the Sailnet Newport email list to inquire about the accident. Reid gave his account of what happened. *Latitude's* editor also responded and exchanged emails through the list with Randy. I thought this was gracious of Randy to respond so soon after the tragic loss of his son, and I feel bad that his firsthand corrections of your story didn't make it to print.

What I don't understand is the melodramatic shot at the end of your article. The last paragraph quoted Randy's email posting on the *Newport30.org* site, where he wanted information on marinas in the Bay Area. You wrote, "There were no responses to this post." You want us to feel sad, right? What a shame nobody responded?

The truth is that the Newport 30 Association is an active racing organization, and their website postings are not as frequented as others. But Randy, who also posted his question on the Sailnet Newport email list, received responses — including mine, where I mentioned I tried to find a *Latitude* survey on area marinas — that did list area marinas.

What were you implying with that paragraph and last sentence? How was that an important issue? More importantly, after editorializing about knowing the area, you skipped over the important issue about whether to clip on or not, and having a quick release on your tether. That was the probable cause of death. It's pretty sad journalism.

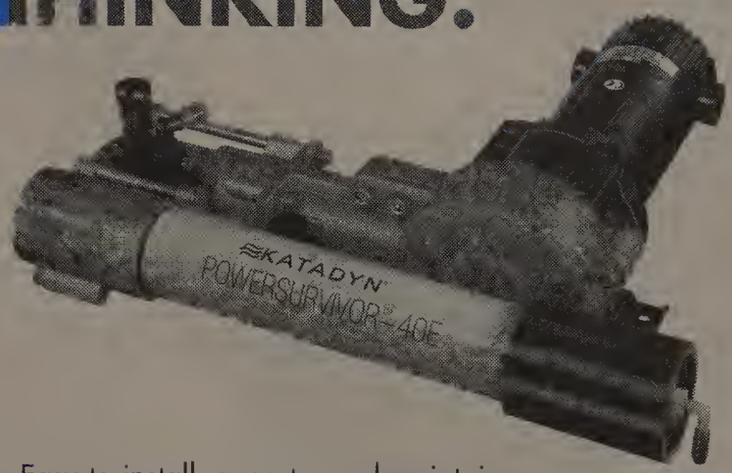
Bruce Hamady
Dacha, Newport 30
Sausalito

Bruce — Perhaps the last paragraph wasn't the clearest that's ever been written in Latitude, *but we have absolutely no idea what you mean by calling the last sentence a "melodramatic shot." After all, it wasn't a shot at anyone, and it hardly fulfills any definition of melodramatic.*

Writing about the pros and cons of being clipped on in such conditions is certainly worthwhile. But as we were already past deadline, and it wasn't yet factually clear as to who was and wasn't clipped on, and with or without what, it hardly

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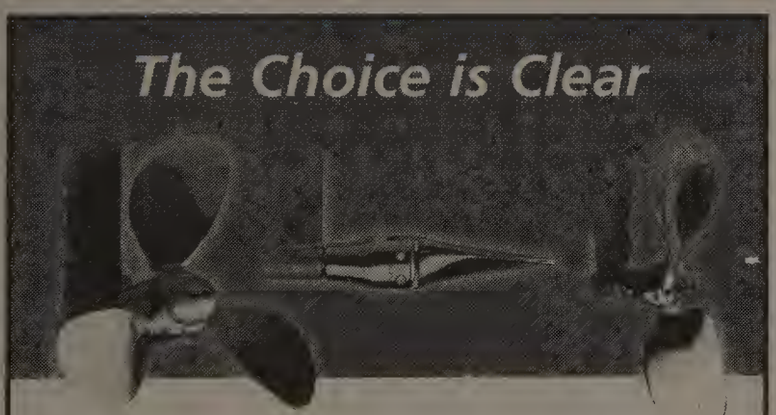
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LETTERS

seemed like the proper time for such a discussion.

Writing about such sailing tragedies is often more difficult than it seems on the surface. Managing Editor John Riise explains in this month's Sightings.

⇑⇓IT WAS JUST DUMB LUCK THERE WASN'T A TRAGEDY

I just read your story about the boat and crewmember who were lost in the surf off Ocean Beach on February 18. It was very sad.

I'm writing because on February 24, I witnessed a boat that could have easily suffered the same tragic fate. I'd gone out to the Marin Headlands above Pt. Bonita after work to check out the sea conditions. The tide was beginning to ebb and a big storm was predicted for the following day, so I thought it might be interesting to watch the waves break on the bar around the entrance to the Gate.

The conditions did not disappoint me. The combination of a building swell and an ebb created overfalls. The wind was light or it would have been much worse.

Much to my surprise, I then saw a sailboat approaching from the north and heading across the shoal! As I watched the boat's progress, I contemplated calling the Coast Guard, because every few minutes there were overfalls creating huge amounts of whitewater that broke randomly over the relatively shallow water. As it turned out, it was only a matter of dumb luck that a breaking wave and the position of the sailboat never coincided. Although the boat made it around Pt. Bonita to safety, I don't think the skipper knew how lucky he'd been.

I think *Latitude* should do an article every year reminding folks that very hazardous conditions can develop suddenly off our coast and especially on the approaches to the Gate. Such an article might help prevent tragedies such as the one that happened off Ocean Beach — and the one that I almost witnessed.

Doug Frolich
Low Profile, Moore 24
Larkspur

Doug — We'll try to remember to publish such an article in the October 1 issue each year, and perhaps continue to print small reminders through the March issue. It's heartbreaking how many lives have been lost in the shallow waters off Ocean Beach and on the San Francisco Bar that surrounds the approaches to the Golden Gate.

These are very dangerous waters in winter, and can become dramatically worse with the turning of the tide. Folks who haven't been to the Marin Headlands to watch huge, misshapen waves break for miles across the bar owe themselves such a visit. But you must visit during an ebb, hopefully a strong one, to get the full effect.

Readers — See Sightings *this month for an article on Doug Frolich's design achievements.*

Readers — We've received massive amounts of mail in recent months and haven't had space to run it all. We'll try to include some of those letters in future issues.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to *richard@latitude38.com*. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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LOOSE LIPS

Eight bells.

Sailing photographer **Kelly O'Neil Hensen**, whose racing photos have graced the pages of *Latitude 38* many times, was on her way to the store in Auburn, Washington, on February 21 when an accident resulted in a truck crushing her car. She passed away on March 2. She was only 46.



Kelly and Whidbey aboard 'Smile.'

A graduate of Santa Barbara's Brooks Institute of Photography, Kelly was a familiar sight at Pacific Northwest sailing events, zipping around fleets in her inflatable with a camera and her Golden Retriever, Whidbey — sometimes in weather so rough that the sailors wouldn't go out in it. 'Smile' was written on the dinghies, and that's what was almost always on her face. She would often thank crews by throwing Hershey's kisses into their cockpits.

Kelly was as well known for her sense of humor as her excellent photography. Such as the time she donned dark glasses and pretended to be blind — with Whidbey as her 'guide dog' — in order to meet an industry executive.

She also enjoyed skiing. In the online newsletter *Scuttlebutt*, friend and fellow sailing photographer Sharon Green recalled, "I can still hear Kelly as she zoomed past me on the slopes of Whistler a few weeks ago. We were both laughing that we, as professional photographers, couldn't operate a little pocket digital camera to document our day. Kelly lived every moment of her life with passion. We will all miss this incredible loyal friend, sailor, mother, daughter, wife and colleague."

Hensen leaves behind a husband, Gerry, and 9-year-old son, Louis. This year's Swiftsure Race (May 29-31) will be dedicated to Kelly's memory.

Anyone wishing to do so can make donations in the name of Kelly O'Neil Hensen to either First Place School, P.O. Box 22536, Seattle, WA 98122; the Seattle Yacht Club Junior Sailing Program, 1807 E. Hamlin St., Seattle 98112; or the Louis Henson Fund, c/o RBC Dain Rauscher, 1201 Third Ave., No. 2500, Seattle 98101, attn: James O'Neil.

— **Gene Wells**, the wooden sailboat builder passed away at his home on Kauai on March 17 at the age of 82. He died in his favorite chair listening to Hawaiian music. Gene built sailboats starting in high school, and was once reprimanded by the Beverly Hills Police for testing a dinghy in the fountain at Wilshire and Santa Monica in the late 1930s. He served in the US Navy in World War II, and after marriage and starting a family, joined his father Ivan and brother Don at Ivan Wells and Sons Construction. They built custom homes in West Los Angeles and Newport Beach, such as Baycrest and Dover Shores.Gene designed several well known classes of wooden boats, such as the Wells 34. One custom boat was sold to Jim Arness of *Gunsmoke* fame. Later he moved to Kauai, where he built his own home at Kapaa, and continued building both wooden boats and airplanes. An article about Gene and his boats appears in the March, 2004, issue of *Sailing* Magazine.

— eric westgard

— **Bruce Mcleod** died unexpectedly of complications from the flu in December, at age 51. Longtime *Latitude* readers might remember him as half of the young couple who got married out on Ashby Shoal, the muddy sandbar between

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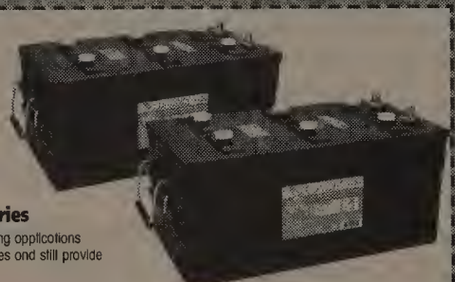
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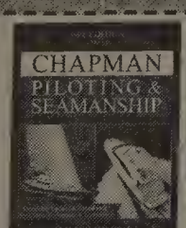
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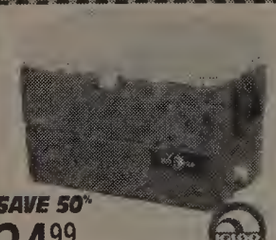
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LOOSE LIPS

the Berkeley and Emeryville marinas that only shows at minus tides. The shoal is the site of the Cal Sailing Club's annual picnic breakfast, and because it was also the place where Diane and Bruce first met (they ran aground on their first sail together) it was a natural venue for the wedding ceremony. Diane even surprised Bruce by showing up in her grandmother's wedding dress — the photo accompanying that *Sightings* piece shows it trailing in the low-tide mud.



Diane and Bruce McLeod on Ashby Shoal.

The only thing was, the man in the picture was not Bruce, but a relative who was "giving away the bride." Bruce felt cheated out of his 15 minutes of *Latitude 38* fame ever since.

Bruce leaves Diane, 6-year-old daughter Lucy, and an amazing collection of Disney-themed toys. Bruce loved sharing his love of sailing with beginners as much as anyone who ever tied a bowline. The Cal Sailing Club will never be the same without him.

Cal Sailing Club alumni party

If you're among the thousands of sailors and windsurfers who have sailed out of Berkeley's Cal Sailing Club, you're invited to CYC's First Alumni Party. The event is set for Saturday afternoon, May 22 on Angel lsland, and is the first of it's kind, according to CSC Commodore Saul Schumsky.

"The idea is for past members of Cal Sailing Club to come hang out, share some boating stories, and have a bit of fun with current members," said Schumsky. "This might be the start of our very own Alumni group, and what better way of doing that than to have a potluck barbecue and boat raft up at Angel Island?"

Several past and current club members plan to make the trip by sailboat, and some will take crew for the ride. Additional access will be available by Ferry. Details and signup information are available on the clubís web site: *www.cal-sailing.org/alumni/*.

Cal Sailing Club is a non-profit cooperative with a 60-year history of teaching sailing and windsurfing in the Berkeley Marina. The club is open to the general public. "We are the cheapest, longest-lived and arguably the best place to learn to sail and windsurf on the Bay," said Schumsky. The collective nature of the club means member volunteers perform most of the clubís duties, including teaching.

Many of Cal Sailingís alumni are still active sailors and windsurfers, and some are quite accomplished, including windsurfers Robby Warwick, Drew Farrier and Cindy Reiss, dinghy sailors Pete Scarup, Wolfgang Storch and Armond "Arnie" Nirdlinger, and such big name talent as Tom Blackaller, Lowell North, Gary Mull and Dick Newick

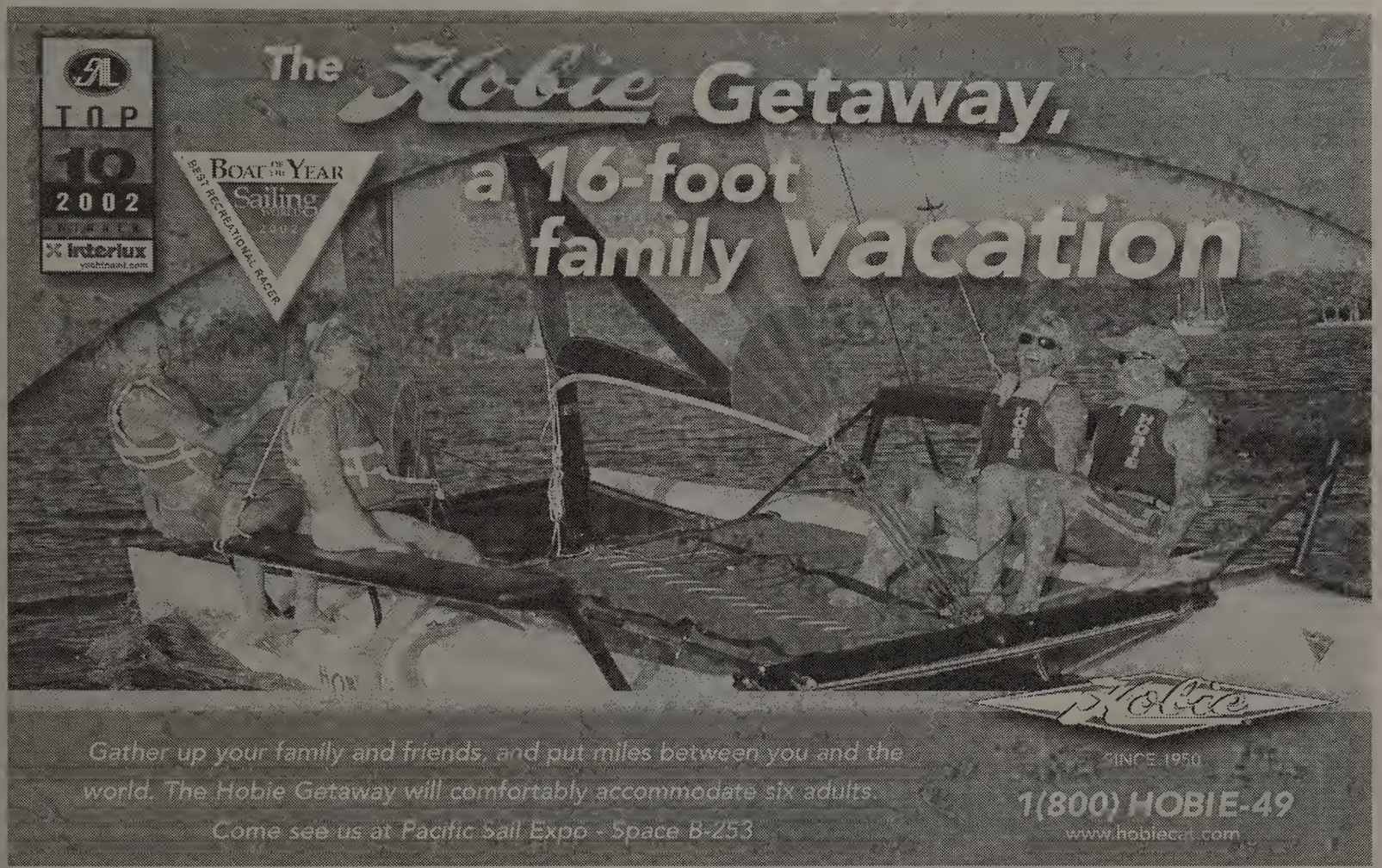
Anniversaries.

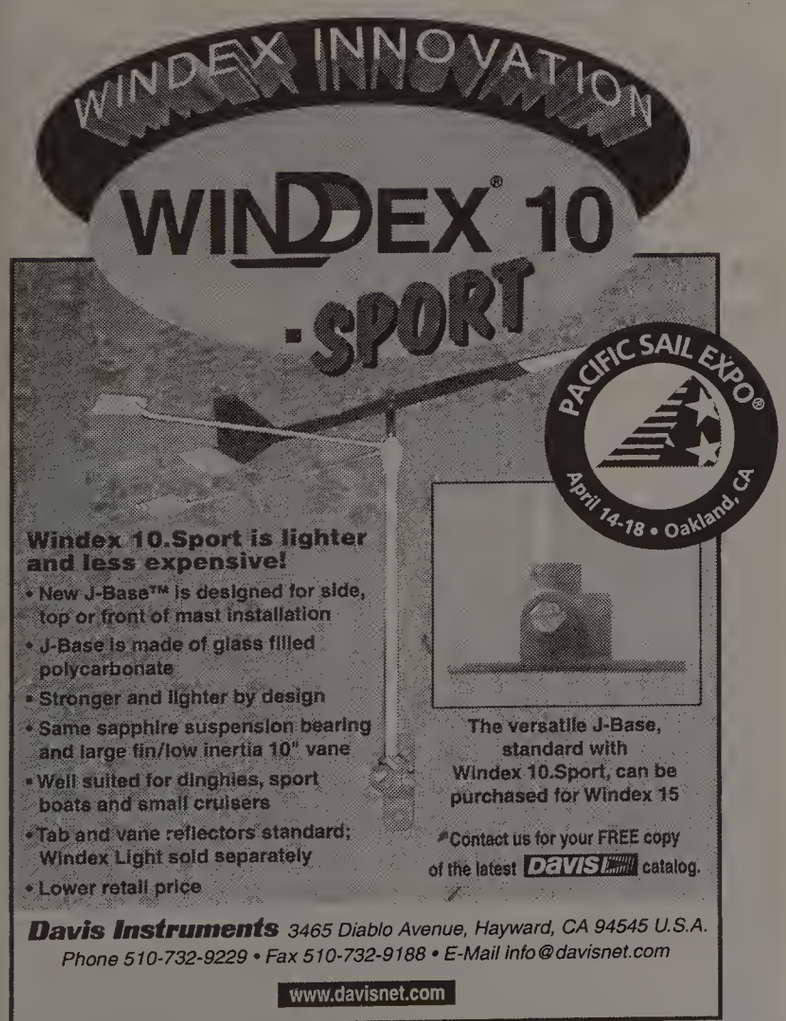
Lots of anniversaries popping up this year, including:

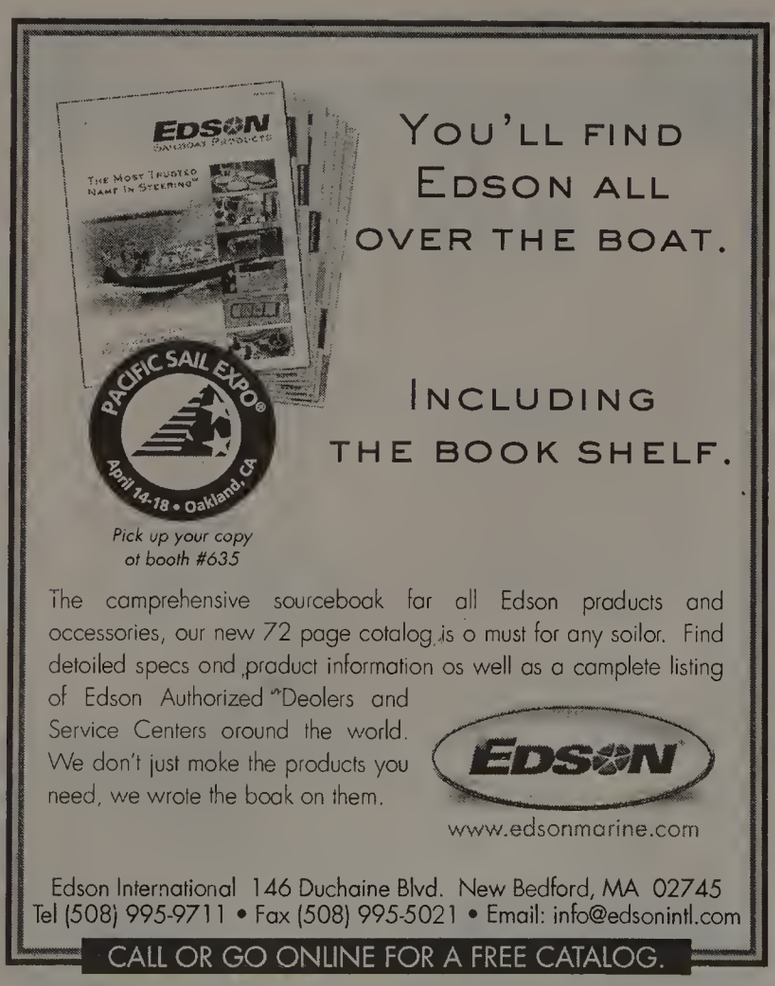
* Blue and Gold ferry fleet turns 25. Begun in 1979, the Blue and Gold fleet now operates 14 passenger vessels and transports more than 4 million people annually.

* L-36 — The venerable Lapworth design turns 40 this year, and we'll be featuring it in a boat of the month article soon. Got a personal L-36 anecdote our readers might enjoy? Send it to *johnr@latitude38.com*, subject "L36".

* OCSC Sailing School — 25 years and still going strong.


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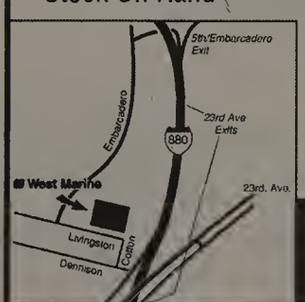
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LOOSE LIPS

Congratulations to founder Anthony Sandberg, one of the good guys of Bay sailing.

* 2004 also marks the 15th anniversary of the *Exxon Valdez* disaster. (Hey, we didn't say they were all happy.) Eleven million gallons of crude spilled, inept shiphandling, decimation of wildlife and habitat on Alaska's Prince William Sound. Enough said.

Is the wind blowing . . . now?

The scintilating world of sailing photography can sometimes be boiled down into that one simple sentence. Ever since *Latitude* has been around, we've always called ahead on the mornings of races to make sure there's breeze, and that the start at least has a chance of going off on time.

But progress marches on, and sooner or later we get swept along with it. Talented Mill Valley sailor, computer guy and friend Dave Gruver recently nudged us into the 21st century with the following website: *http://cams.exploratorium.edu/CAM2/*. It's literally a camera atop the Exploratorium that offers a real-time look at the marina (and 8 other views including Crissy Field and the Golden Gate). So for the first time last month, we didn't have to pester the St. Francis Race Office every 15 minutes to see if the wind was going so show up. We just kept our eye on the 'marinacam' and when boats started leaving the dock, called to confirm the show was about to begin. Wow!

We hear that there are similar 'windcams' in other locations on the Bay. If you readers send us those websites, we'll run a comprehensive list in an upcoming issue.

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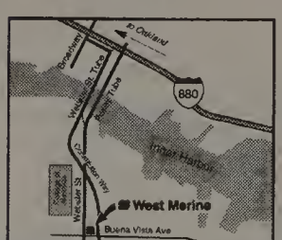
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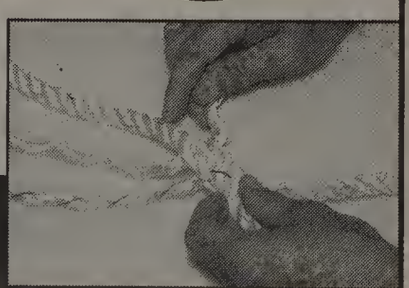
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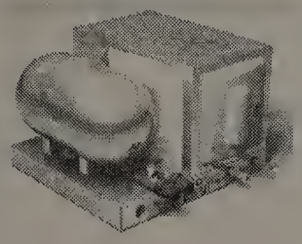
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the big four

Many great boats have sailed their ways into the annals of Bay racing history. But was there a single 'greatest' one? That is to say, a boat that was not only a successful racer, but whose existence had a profound influence on everything that came after? There are many who would say yes — and point without hesitating to the splended 72-ft Sparkman and Stephens yawl *Baruna*. A few would go a step farther and trace the entire present-day big boat maxi-rater racing scene to the *Baruna* altar.

But even a superstar needs a good supporting cast. St. Francis YC unofficial historian (and walking encyclopedia of yachting) Robert 'RC' Keefe reckons the credit for the big boat movement should be spread evenly between what he calls "The four great American yawls" which made such an indelible mark in the 40s, 50s and early 60s: *Baruna*,

continued on outside column of next sightings page

a convergence

West Marine founder Randy Repass and his wife Sally-Christine launched their new Wylie 65 *Convergence* last month. The boat will be featured at this month's Sail Expo show at Jack London Square.

For the last decade, Randy, Sally-Christine and their 9-year-old son, Kent-Harris have owned the 42-ft lobster boat *Explorer*, "getting to know powerboats" as they cruised the Pacific Northwest. But Repass has been a sailor ever since he started selling rope out of his garage in the late '60s while working as a market-



'Bolero' (101) and 'Baruna' in their much-anticipated April, 1960, matchup.

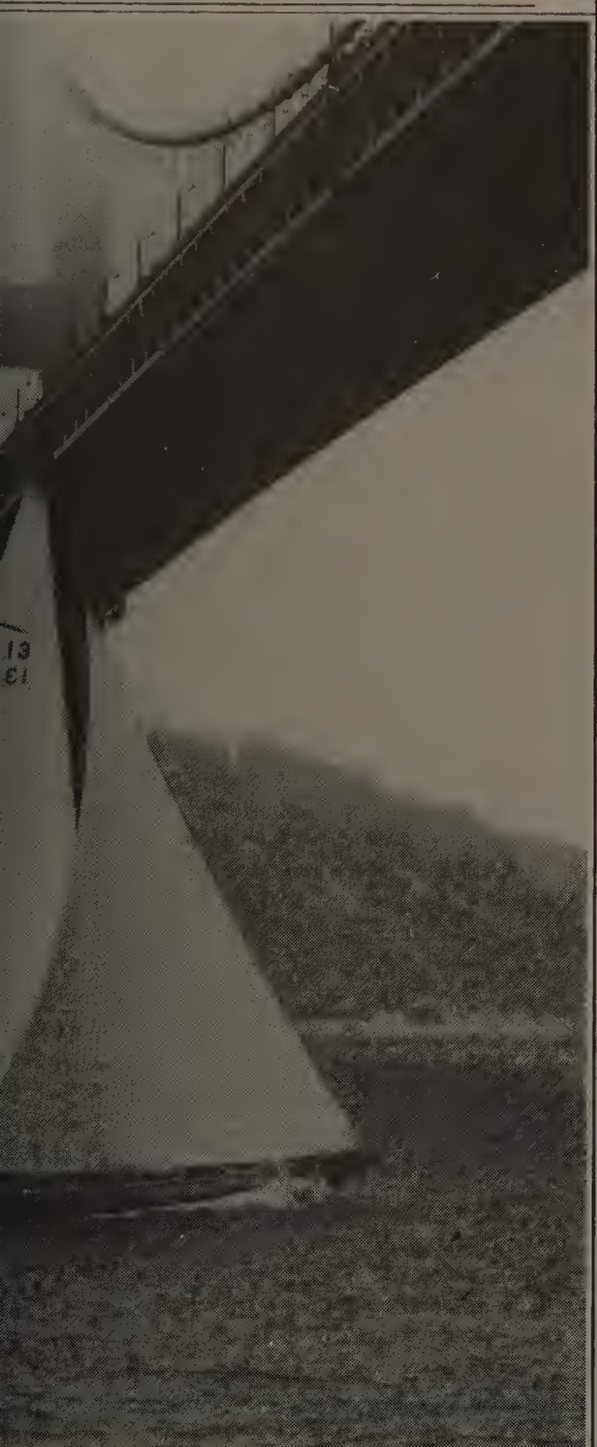
of ideas

ing engineer at Fairchild Semiconductor. He has enjoyed lots of boats since then, and lots of success — West Marine currently boasts 260 stores in the U.S. and Canada, and the company serves boaters in more than 150 countries worldwide through its mail order and internet divisions.

So how does a guy who's seen all types of boats decide on *the* boat aboard which he and his family intend to do some serious cruising?

Oddly enough, *Explorer* was an influ-

continued middle of next sightings page



DIANE BEESTON/COURTESY ROBERT KEEFE

big four — cont'd

Bolero, Audacious and *Escapade*. The first three came off the drawing board of Sparkman and Stephens. The latter was the largest racing yacht designed by Phil Rhodes. All were a tad over 72 feet, the maximum allowed under the then-in-use Cruising Club of America (CCA) handicap rule. As such, they were likely the boats for which the term 'maxi-rater' was first coined — as well as the once-disparaging term 'goldplater'. The latter was a reference to the outrageous cost of building and campaigning such boats in post-Depression America.

The Big Four were full-keeled boats with centerboards. (Although *Escapade* was the only true 'centerboarder' — designed to sail to weather with the 8-ft board fully extended. The big bronze boards on the S&S yachts were called 'trimming boards' and were intended to go down a maximum of only 40 inches). The yawl rig, while helping to define their place in the big timeline, was incidental to their long-range contribution. Like their length, it was a function of the CCA rule.

"These were really big sloops," says RC. "But the way the rule was written, you weren't penalized for any sail area between the masts. So there was a huge advantage to flying a mizzen staysail off the wind. Upwind, a lot of guys considered the mizzen an 'air brake' and didn't use it."

The Big Four were all built of wood and launched back East, but eventually made their separate ways to the West Coast. All raced on San Francisco Bay at one time or another — three were owned here — including perhaps one of the most widely anticipated and viewed matchups between two boats ever to take place on our home waters (more on that in a minute). All achieved a near perfect balance of being strong, comfortable and seaworthy enough to cross an ocean, yet nimble and manageable enough for buoy racing. Here's a quick look at each.

Baruna — Built for Henry Taylor of the New York Yacht Club and launched in 1937, *Baruna* was a winner right out of the blocks, taking among other things the hotly-contested Bermuda Race of 1938 (and repeating in '48). In 1953, Taylor sold the boat to St. Francis YC member Jim Michael, a 34-year-old lawyer whose on-the-water resume included Star boat sailing and ownership of the famous S&S 52-ft yawl *Dorade*. Brought around to San Francisco on her own bottom, *Baruna* became the crown jewel of Bay racing in the mid-'50s.

Bolero — So dominant was *Baruna* in East Coast contests that the only way local sailor John Nicholas Brown could figure out to beat her was to build a new and improved version. When *Bolero* splashed down in 1949, she incorporated every improvement Olin Stephens could think of over the original 1937 *Baruna* design.

But — despite winning the 1950 Bermuda Race — she still couldn't beat her older sibling on a regular basis. At least on the East Coast. It was not until St. Francis YC's Denny Jordan purchased *Bolero* (then in Sweden) and brought her to the Bay in the late '50s that *Bolero*'s star really began to shine. A two-day match race series between the two boats in April of 1960 was one of the most talked about and spectated sailing events in modern sailing — *Sports Illustrated* even sent a crew out to cover it. With newer sails and a more practiced crew, *Bolero* took both those contests, although the two boats would trade off many more finishes in many more races over the years.

Audacious — Built as *Venturer*, and later sailed as *Northern Light*, *Audacious* was the last and most-refined of the '*Baruna* class' to come off the drawing boards of Sparkman and Stephens. Launched in 1954, she also distinguished herself in a number of East Coast events before Baldwin M. Baldwin of the Newport Harbor Yacht Club brought her west in 1964. Initially considered a tender boat for the West Coast, she came alive when Baldwin's crew followed the advice of Olin Stephens to add several thousand pounds of lead in her bilges.

Escapade — Where Olin Stephens' big yawls were relatively narrow boats with moderate sailplans — easier, in his mind, to sail to their ratings — Phil Rhodes' idea of a maxi-rater under CCA was the biggest boat with the most sails he could pile on. As a result of that thinking, *Escapade* was, comparatively, a big brute of a boat with a masthead

continued on outside column of next sightings page

big four — cont'd

rig. (The others were 7/8 rigs.) She was launched in 1937 for Henry Fownes of Connecticut, but proved disappointing in her early years around the buoys. She was at her best when she could stretch her legs on long, open water passages, which, in her well-traveled life, led to monikers like "Queen of the Lakes" (for her Great Lakes victories) and "Princess of the Pacific" when she came west.

Connecting all the dots of exactly how these four great yachts defined their time — and paved the way for the future of big boat racing everywhere — is beyond the scope of this short article. In a nutshell, *Baruna* started it all. She was such a good boat that even late in her life, the new aluminum maxis were hard-pressed to beat her. Even in local fleet racing in the mid-'50s when she'd go up against slightly smaller (but equally well-sailed) boats like *Orient, Athene, Good News* and *Chubasco*, "No one in the world had a fleet like that back then," notes Keefe. The arrival of *Bolero* took that excitement to a whole new level.

It also led to the development of one of the premier racing series in America. In the mid-'60s, Keefe got the okay from the St. Francis brass for a new fall series created specifically to showcase big boats from both Northern and Southern California. He called it the St. Francis Perpetual Cup, and had, at that time, the most expensive trophy in yacht racing created for it. (The jewel-studded, $10,000 Cup was lost in the '76 fire at the St. Francis YC.)

At the time involved with the Barient winch company (itself a collaboration between *Baruna*'s Jim Michael and *Orient*'s Tim Moseley, who combined their talents and boat names), Keefe used his eontacts up and down the coast to assemble an eight-boat fleet for the September series. *Audacious* was among them, along with Jim Kilroy's brand new aluminum 73-ft maxi-rater *Kialoa II*, a sloop at that time (though later rigged as a yawl). *Athene* ended up winning, with *Kialoa II* second and *Baruna* third, though the results were skewed a bit by a one-time-only course that sent the fleet into an ocean littered with windless parking lots. Overall, however, the St. Francis Perpetual — whose nickname, 'Big Boat Series', stuck — was so well-received that its charter was changed from bi-annual to annual. And the rest, as they say, is history.

As new rules and new building techniques came along, the four great ones slowly faded into the background. But all four live on. *Baruna* is currently for sale in Marina del Rey for $2.7 million. The beautifully restored *Bolero* splits her time between the Caribbean and Newport, Rhode Island under private ownership. Last Keefe heard of *Audacious*, she was chartering out of the Eastern seaboard in the summer and Caribbean in the winter, "and may have gone back to one of her previous names." *Escapade* came to the Bay in the late '80s and remains here — out of the water. A few years ago, she hit an unlighted buoy in the Santa Barbara Channel and sustained extensive damage that would have sunk a lesser boat. She was hauled at KKMI Boat Yard in Richmond where, during the repair, the owner contracted the yard to do a complete rebuild. She was about 40% through that process when the project was put on temporary hold last summer.

continued on outside column of next sightings page

convergence

ence.

"We came up with many of the ideas for *Convergence* as a result of cruising on *Explorer*," says Randy: "pilothouse, inside steering, galley up, good-size engine room, ability to motor at 10 knots, large cockpit with plenty of room for toys, and so on.

"But she'll also be one of the fastest, easiest-to-sail 65-ft cruising sailboats anywhere," he adds, referring to the two unstayed masts and catboat-like wishbone sailplan.

Like many potential owners with the luxury of being able to choose the exact



Right, Kent-Harris Repass christens 'Convergence' on March 10 as parents Sally-Christine and Randy Repass look on. Below, sistership 'Derek M. Baylis' sails the Bay

— cont'd

craft they want, Randy and Sally-Christine did a lot of research and looked at a lot of designs. Serendipitously enough — and with a little help from *Latitude* (ahem, ahem) — they found just what they were looking for practically next door to West Marine's Watsonville headquarters.

"One of our associates had helped deliver the Wylie 65 *Jade* (a pilothouse sloop with a standard rig) up to Seattle a few years ago. He knew we'd been looking for a pilothouse/salon-up boat, and referred us to the article you'd done on *Jade*. Af-

continued middle of next sightings page

big four — cont'd

The complete stories of these great boats and their times would take a book to tell. Fortunately, one may be available by Christmas. Keefe has been working for years on a book chronicling more than 40 of the Bay's greatest yachts and yachtsmen, and says *A Bay to Sail* is going to a publisher soon.

Before we got off the phone, and knowing that RC had sailed aboard all four of the great yawls at one time or another, we asked which was his personal favorite.

"I always liked *Baruna*," he said, though he went on to praise the other three, all of which had their strong points. "*Baruna* was a very warm boat, very easy to sail and steer, and a marvelous boat in the ocean. Boats today have a different feel. They never stop moving. They're like motorcycles on the water. That's the difference between a boat and a yacht. *Baruna* was a yacht."



the last hurricane

In November of 1995, I purchased *Haven*, Hurricane #16. Based on many years of owning a 23-ft Bear Boat, I knew the Nunes Brothers designed and built great boats for San Francisco Bay. *Haven*, the last of her 30-ft class to be built in 1952, was not in the greatest shape at the time of purchase, yet the boat had a wonderful history. She had been sailed for many years by local racer and yacht broker Bill Gorman. The boat also appeared in many photographs taken by Diane Beeston, a few of which appear in her book *Of Wind, Fog and Sail.*

Within a few months of buying the boat, I refinished all of the bright work except the mast. A major refit was completed in 2001 which included many new floors, planks and keelbolts, as well as a beautiful new mast. After the refit, a survey suggested the replacement cost of the boat was $150,000. Mike at Sutter Sails built a handsome new suit of sails that made the boat come alive. In early 2002, I had all the brightwork completely redone. By the time *Haven* raced in the 2002 Master Mariner Regatta, she was looking and sailing as good as new.

On July 12, 2003, I took a friend out sailing. We left Sausalito heading for San Francisco. When we got near the St. Francis YC, I heard some banging from the cabin. A look below revealed floorboards floating in six inches of water. I couldn't find where the water was coming in, but the pleasant daysail was over. We turned the boat around and headed back for Sausalito.

The boat had two bilge pumps, both of which were working. However, in about the center of the Bay, it became obvious the water was coming in faster than we could pump it out. I asked my friend, to call the Coast Guard on his cellphone. He dialed 911 and told the operator we were in a boat in the middle of San Francisco Bay taking on water. She promptly connected us to the Highway Patrol.

After four or five minutes, the CHP got us transferred to the Coast Guard. By now, water in the cabin was so high, my new Starbuck Canvas cushions where floating. "Tell them we're near Little Harding and that we don't have much time," I remember saying.

When water began flowing into the cockpit and pouring into the cabin, it was as if my life with the boat flashed before my eyes — all that time spent buffing, polishing, sanding, repairing. Then she just slipped under. We rolled off the high side into the water.

My friend Steve was wearing one of the Stearns lifejackets that I kept on board. I had on the auto-inflating SoSpenders. In the time it took to clear my eyes and turn around, all that was showing was the top half of the mainsail, with the sun gleaming off the recently varnished mast. Two seconds later, she was gone.

Steve and I found each other and made sure we were both okay. After two or three minutes, we became aware that we were in the path of an outbound tanker. Steve yelled at me to start swimming. Within half a minute the tanker was on us. It missed us by probably no more than 20 feet.

No one aboard the tanker had seen us. However, the tug it was towing did. As they slipped by, one of the tug guys threw us two life rings and, I heard later, also called the Coast Guard.

A few minutes later, the Coast Guard arrived. When we were safely aboard the rescue craft, one of the crew asked if I knew that my life vest had not inflated. Only then did I realize it hadn't. He reached over and pulled the manual release. It didn't work either. I had been in the water for the better part of 15 minutes with no flotation!

The Coast Guard saved our lives, gave us blankets to warm ourselves, and delivered us to a waiting ambulance. The EMTs also treated us very well and showed great concern for our safety and health. I'm very grateful to both organizations.

Haven was gone, and I still don't know why. I'm inclined to think it was something structural, but considering all the work that had been done (and the subsequent survey), it's hard to imagine what it could have been. She was a wonderful boat, and I've missed her greatly over the past year.

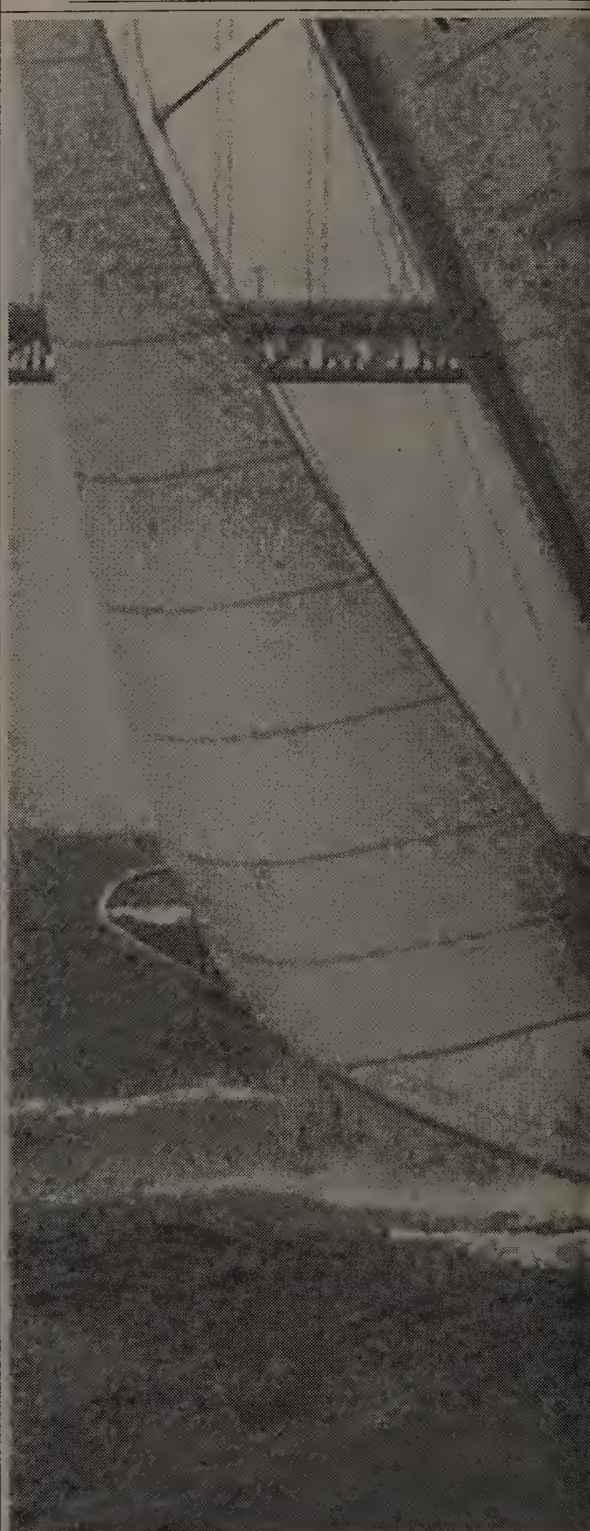
Steve and I look forward to sailing together again. The only sub-

continued on outside column of next sightings page

convergence

ter reading the article, I looked up Tom Wylie and Dave Wahle over at WylieCat, which is about a mile from my office."

Continuing the serendipity theme we seem to have going here, Wylie and Wahle were just starting on the newest incarnation of the 65, a cat ketch named *Derek M. Baylis* that they hoped would be the first of a new generation of 'green' research vessels. Repass was so impressed that he not only ordered a 'civilian' version for



— cont'd

himself, he suggested several ideas that Wylie incorporated into the boat, and made generous contributions that helped see the *Baylis* project through to completion.

Outwardly, the two boats look similar, especially in their unique rigs. A development of the designer's line of WylieCat yachts, the stayless masts have proven themselves many times over the past de-

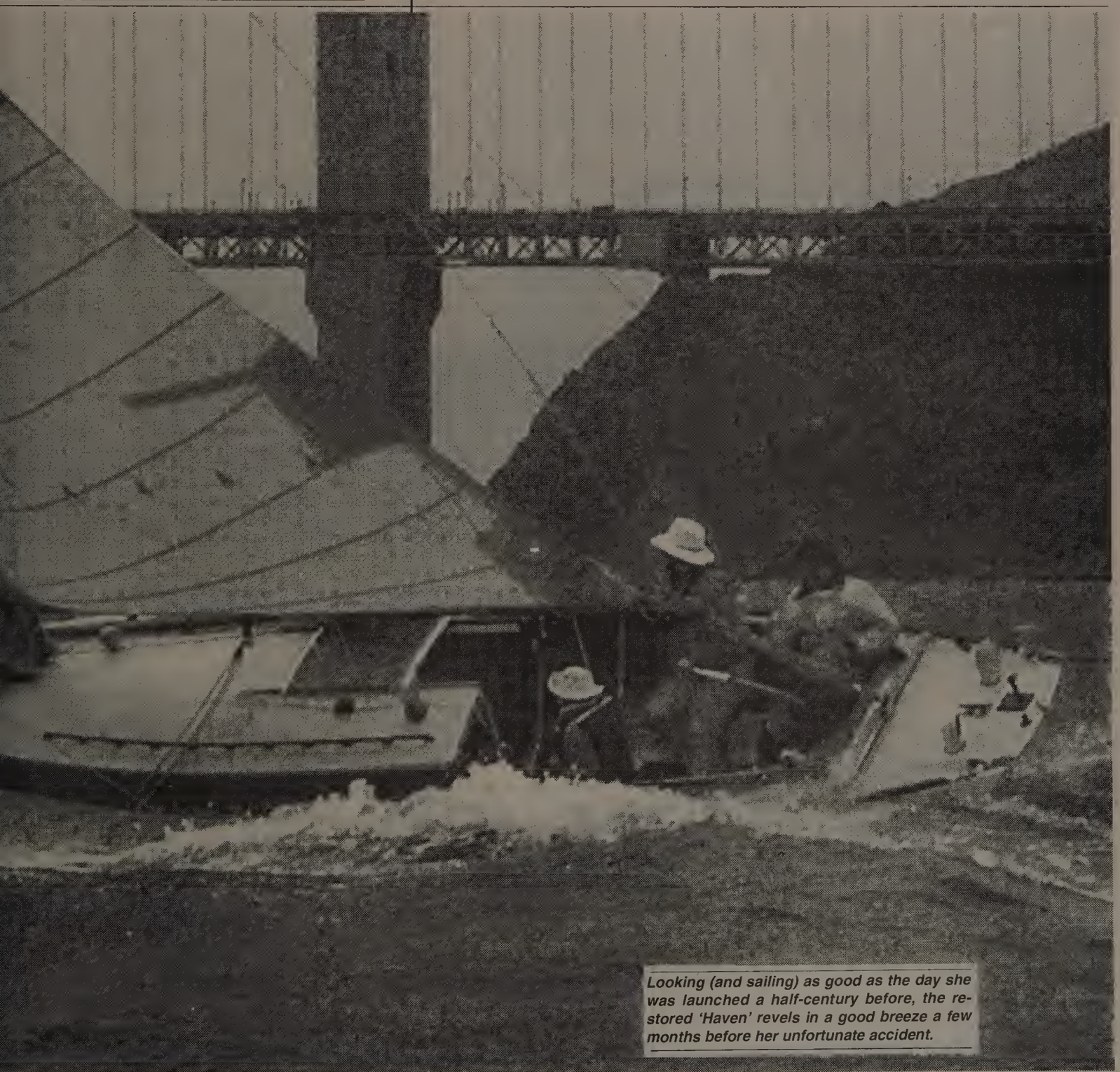
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last hurricane — cont'd

stantive change I've made in my habits is that I have given up the inflatable vest for a more conventional one. I would urge anyone who wears the inflatable brands to get them checked out on a regular basis, as the owner's manual suggests. The one that didn't help me was six years old and had never been tested.

— *william j. thomson*

Epilogue — We checked with Bill just before this issue went out the door and learned he had closed a deal on another 'new old' boat. Makai *is a 34-ft Sunset sloop designed by Jim Dewitt (Sr.) and launched in Alameda in 1967.*



Looking (and sailing) as good as the day she was launched a half-century before, the restored 'Haven' revels in a good breeze a few months before her unfortunate accident.

the remarkable friendships of cruising

This is a story about the remarkable friendships that can be made while out cruising. My husband Mike and I sailed out of Sausalito on our Tayana 42 *Kindred Spirit* on September 22, 2002. We took part in that year's Baja Ha-Ha Rally, then continued down the Mexican mainland and up into the Sea of Cortez in the summer of 2003 — making new friends all along the way. The ultimate bonding experience was going through two hurricanes off Puerto Escondido with the same group of cruisers. The cleanup and boat rescues in the aftermath of both Hurricane *Ignacio* and *Marty* (which coincidentally hit on our one-year cruising anniversary!) brought together a close-knit group of cruisers who would never be the same again. Many a good time was had out at the island and in Loreto with our new friends.

Mike has been sailing more than 30 years. He has always been healthy, happy and in great shape physically. Starting in January, 2003, he started having episodes of what doctors believed was amoebic dysentary. Despite a variety of medications, the episodes became more frequent and more severe. By the time we got to Mazatlan in late November, 2003, we went to yet another doctor who declared that this

continued on outside column of next sightings page

convergence

cade in both efficiency and simplicity. With only two control lines for each sail — the sheet and outhaul — trimming could hardly be easier. When the wind pipes up, the tip of the tapered spar bends off to leeward, spilling power. Think of it as an 'automatic transmission' for sailboats.

Where *Convergence* differs most from *Derek M. Baylis* is in her accommodations. On Repass' boat, those big, utilitarian below-decks areas are divided up into three large staterooms (and a smaller 'sea berth' cabin) with liberal use of cherry wood contrasted by off-white surfaces. The pilot house/salon has a large nav/inside steering station. The engine room has an 8-foot workbench. The yacht-style cockpit has ample seating and a big table.



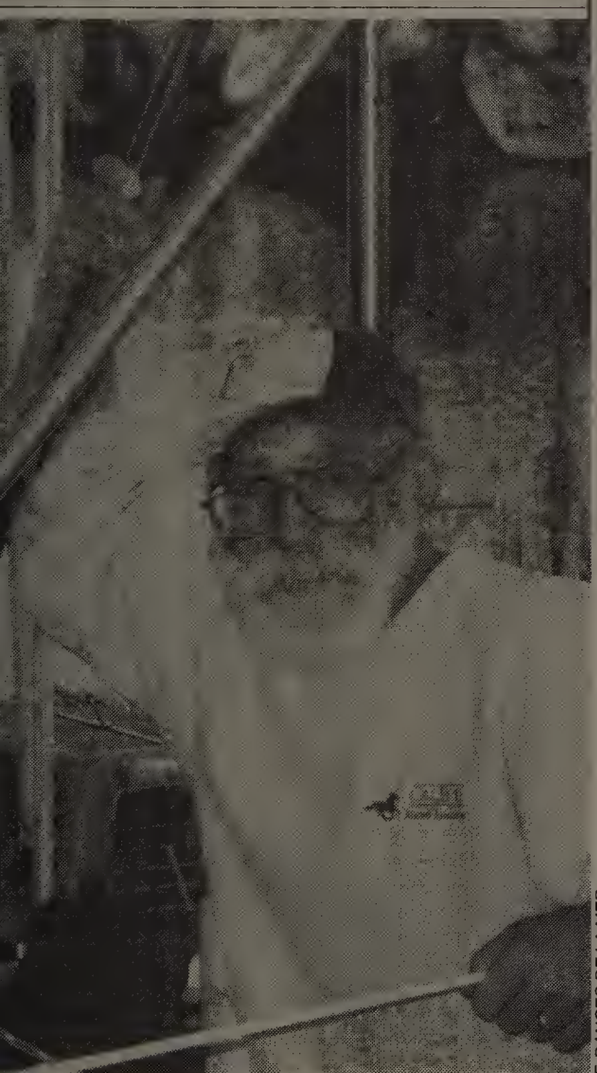
— cont'd

In the back of the boat, an area referred to as "the beach," is space for an 11-ft hard bottom dinghy, two kayaks and a dive locker complete with compressor.

Convergence was built at Westerly Marine in Costa Mesa and launched March 10. Kent-Harris did the christening honors with a bottle of pinot noir made from grapes from the family vineyard.

The boat was due to sail for the first time as we were finishing this issue. Randy will help deliver her to the Bay for Sail Expo in early April, and will be aboard at the show to talk to folks about her and show them around.

Long range plans are to cruise the boat for about four months a year, flying home for business and Kent-Harris's schooling in between.



MARY AND MICHAEL OF *DANCES DE LA MER*

The kindred spirits of 'Kindred Spirit' (l to r, back row) Mike Garrow, Erin Miller, Patrick Abreu, Katya Garrow, Stephanie Hamilton, Diane Abreu, Robin Hardy and (with the beard) Bill Hamilton. Foreground, Dario Tranquilli (left) and Martin Hardy (center).

friendships — cont'd

was definitely *not* dysentary.

Since we were going home to the Bay Area for the holidays, we decided to go to our own doctors here. After extensive tests with vague results, they decided on exploratory surgery. And on January 12, 2004, Mike was in surgery instead of flying back to Mazatlan.

Our plans had been to do the Puddle Jump in April, 2004, but with an abdominal incision less than three months old, Mike wasn't sure he was ready. Then came the results of the operation: my husband was found to have advanced cancer of the small intestine. The surgeon was unable to do anything and closed him back up. His prognosis was very grim — he had maybe a few months. Mike's response: "They got the wrong guy!"

We made arrangemens to return to Mazatlan as soon as Mike was able to. We wanted to retrieve our cat, Shanghai, who has been with Mike 16 years. He would definitely be part of the cure. (So would having *Kindred Spirit* back in the Bay — Mike had lived on her for 15 years.) We also arranged to have the boat trucked back, and our friends in Mazatlan generously offered to help with the decomissioning. Friends up here made many phone calls on our behalf. Meanwhile, emails from all our cruising buddies all over the globe were pouring in with prayers, best wishes and offers of help.

We arrived in Mazatlan on January 25 to find our friends all waiting at the airport. It was impossible to hold back the tears. The next five days would be a roller coaster ride of emotions for both of us. Our friends had cleaned our boat during our six-week absence.

They had spoiled Shanghai rotten and gone out of their way to make him happy. They had even stocked our fridge for us.

All of them had other plans that were put on hold for our return. But we had little idea of how much on hold until the following morning, when the four couples — Dario and Erin of *Ballena*, Diane and Patrick of *Springbok*, Stephanie and Bill of *Summer Wind* and Robin and Marty of *The Cat's Meow* gathered together aboard *Kindred Spirit* the next morning to begin the decomissioning. The plan was that Mike and I would get them started, and they would finish up after we went home. Mike's chemotherapy was due to start first thing Monday, February 2, so we could only stay for a few days.

When everyone was seated, they told us they had reached a decision: they would sail *Kindred Spirit* home for us. The four men, with their wives behind them 100%, would leave on Saturday, January 31, the same day we were flying home. It was eight against two, and we were in no place to argue. Not for the last time, the tears flowed.

The next few days, Mike worked to get the boat ready and show all the systems to the delivery crew. Everyone pitched in, and we managed to get her provisioned and ready to go by 6 a.m. Saturday. Because of his fresh incision, Mike only had about five good hours a day before he was exhausted.

Too soon, it was time to leave. Mike went as far as the fuel dock on *Kindred Spirit*, then had to get off and watch her sail away without him. Only hours later, he had to hand Shanghai (in his traveling carrier) over to the airline as cargo. Adding to the anxiety was his concern for the safety of our friends on their bash north, and saying good-bye to our friends in Mazatlan — particularly these four beautiful women who loaned us their husbands for three weeks. We fought back tears for our unfinished dream, and for the friends we might not see again for many moons.

With Don of *Summer Passage* advising the whole way, and the weather gods smiling on our men and their mission, *Kindred Spirit* arrived in Sausalito on February 21, three weeks to the day after leaving Mazatlan. We were able to monitor her progress via email from the wives and SSB (thanks Vince Maggiore on *Ca du Re*). Out of those three weeks, nine days were spent in port — four in Morro Bay alone — waiting for storms to blow by.

We anticipated their arrival between 4 and 7 p.m., and called on all our Bay Area friends to be there so we could have a big crowd to greet

continued on outside column of next sightings page

friendships — cont'd

them. I went off to buy champagne and balloons on Saturday morning. When I got back, Mike had just heard from them: they were under the Golden Gate already, and if we didn't hurry, they would beat us to the dock! They arrived at 1 p.m., hours ahead of schedule.

We drank the champagne and poured it over their heads. A big reunion dinner was held at Marin Joe's that night. By Sunday, all four were off to various destinations before returning to Mazatlan.

These four men and their wives changed their personal plans or cancelled them altogether to give us three weeks of their lives. To us, it's still like a dream, and our hearts are overflowing with gratitude.

continued on outside column of next sightings page

new kid on

Breaking into yacht design in Northern California is a bit like breaking into baseball by joining the New York Yankees — for at least the first few years you'll probably feel a lot like the 'bat boy' going up after Babe Ruth. Local luminaries like Tom Wylie, Jim Antrim, Carl Schumacher, Bill Lee and Gary Mull cast long shadows in these parts.

But Doug Frolich, who hung out his Marshall Design shingle not too long ago,



the block

is a patient man. He knows he has to earn his place in the ranks. That's partly why he entered a recent design competition, came up with a clever new answer to an old cruising problem — and won.

Doug is a native son. He grew up in Marin and started sailing early. After studying architecture in college, he enrolled in the Westlawn Institute of Marine Technology in 1992 and completed the

continued middle of next sightings page



Jeff Lusareta surveys the damage after his Catalina 27 'Odyssey II' dropped her rig last month. Have you ever been in his shoes?

BERTO ALVES

friendships — cont'd

There are so many more parts to this story. The friends here in the Bay Area who offered us lodging while we were 'homeless'. the ones who were constantly at our sides after the initial news, the support from our families and friends around the world, all the offers of help that were so numerous and huge.

We want to thank everyone who had a part in this incredible act of friendship. With many more years of cruising as a major incentive, my husband Mike is determined to beat the odds and get back out there.

— *katya garrow*

Readers — As this issue went to press, Mike had just undergone his first month of intensive chemotherapy. We'll try to keep you updated on his progress.

dismasted!

One never thinks a dismasting will happen to them. My wake-up call came March 13, a beautiful Saturday for sailing. I had finally talked my friend Berto into going for a nice easy sail — his first — to Angel Island, with a nice lunch on the Bay.

We were close-hauled on starboard aboard my Catalina 27 *Odyssey II*, about a half mile south of Southampton Shoal. Berto was taking photos of the passing Big Daddy regatta and I was at the helm, making sure we weren't going to get in their way. The wind was 15 to 25 knots and waves were moderate for the Bay.

Then it happened. My starboard aft lower and upper shrouds failed simultaneously, and the mast, main and jib fell over the port side into the water. Given the circumstances, all I could think of was what good luck we had. No part of the rig fell on us (or my new Dodger), so no one was hurt and there was only minimal damage to my boat.

Nothing is more surreal to a sailor than seeing your mast and sails laying flat on the water — and then slowly start to sink into the murky waters of the Bay. Time becomes juxtaposed, like a scene from the movie *The Matrix*. And poor Berto: first time sailing and we get dismasted. "What can I do?" he asked. "Just keep taking photographs," I said, trying to sound nonchalant.

I quickly assessed the situation and contacted the Coast Guard. I gave them all the pertinent information and asked if they would contact Vessel Assist for a possible tow. Vessel Assist was monitoring Channel 16 and began immediate communication with me. We switched to Channel 68 and continued a dialogue. Within minutes, they were circling us and monitoring our progress.

At this point, the masthead had dug into the bottom — which was fortunately only about 12 feet down — and the boat was sort of pivoting around it to leeward. I was busy attaching several of my bright-orange lifejackets to the base of the mast with a spare jibsheet. That way, when I let it go, the lifejackets would mark the spot. I then set about undoing all the running rigging, including the main outhaul and whatever other attachments I could reach.

Being a fireman, I'm what most people would probably consider over-prepared. One of the first things I'd put on the boat after buying her was a pair of bolt-cutters — stored in an easily-accessible location for just such an emergency. I had my friend Berto get the bright red, brand new bolt cutters out of the lazaret as the next task was at hand: cutting the rig free.

As I cleared the lump in my throat, I began cutting the remaining forestay, three port shrouds, one remaining starboard shroud and the backstay. Fortunately the mast base was easily accessible and I lifted it off the safety line and stanchions and lowered it into the murky green water.

Capt. Brett Eller and crew member Dustin Bumgadinner of Vessel Assist moved in quickly and secured a second large marking buoy. Capt. Eller relayed the GPS coordinates for a "submerged hazard" to

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dismasted — cont'd

the Coast Guard. I believe a general Channel 16 mariners alert was given, although I didn't hear it.

As we started the engine and got underway for home, I discussed the salvage of the mast with Capt. Eller via cellphone. The following Sunday morning, with the help of diver Brian Delano, the same crew salvaged *all* of my rigging and took extra care in the retrieval of my two new North sails. The boom also survived the ordeal. The mast sustained irrepairable damage and will have to be replaced. Kudos to the Coast Guard and the crew of the Vessel Assist that helped get me through this unexpected event.

Sailing is a continual learning experience, and the lessons are all the more appreciated when there are no injuries or major damage to my or anyone else's boat. The only real downside to this experience is that it's going to be harder get Berto to go out with me again.

— jeff lusareta

Readers — Although it's true that you never think it will happen to you, it's also true that most people who have sailed for any length of time have experienced a dismasting or two. (Tom Blackaller once reported having been through more than a dozen of them!) And we're not talking just hotshot racers with noodly rigs.

How many times has it happened to you? What were the circumstances? How was it like — or different from — what you expected? How did you deal with it? What did you learn? We'd be interested to hear from anyone who's experienced this phenomenon unique to sailing. Please send your recollections to John Riise at johnr@latitude38.com, *subject "Dismasting."*

sad news from a sad day

You probably remember the basic facts reported in our lead *Sightings* story, *Winter Waves Claim Another Boat — And Life,* last month: on February 18, a Newport 30 with three Canadian men aboard was capsized by waves and sank off Ocean Beach. Randy Reid, 47, and Bradley Amos, 45, made it ashore with the assistance of SFFD rescue swimmers. The third man, Reid's 23-year-old son, Erik, was never found. The elder Reid reported Erik had been wearing a harness and was strapped into the cockpit.

Aside from those facts, a lot of what was reported in that short article — and an earlier piece in *'Lectronic Latitude* — was just out-and-out wrong. This writeup is a combination of correction, apology to the Reid family, and note to readers on the nature of news gathering, particularly what the mass media refers to as "breaking news."

Early reports on this tragic accident — and upon which we based the *'Lectronic Latitude* story — were wildly inaccurate. The boat was estimated at 20 feet, the son's name incorrectly noted as "Chris" rather than Erik, the wind was said to have been in the 35-knot range, and no one could tell us if any of the people had been wearing lifejackets or not. Part of the problem was that three different agencies had responded to the 911 call(s) from people on the beach: The San Francisco Fire Department Surf Rescue Team (first on scene), the Golden Gate Park Police and the Coast Guard. We checked with all three agencies and all of them confirmed the above information.

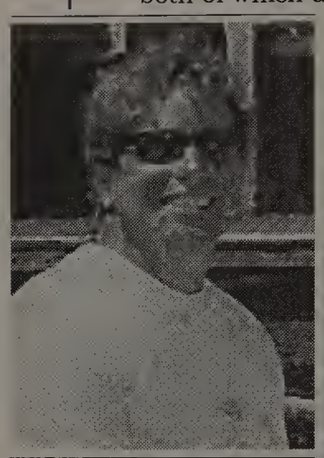
Eyewitness accounts from the beach, as usual, varied widely. Some reported that the boat was flying only a jib. Others said it pitchpoled and dismasted before rolling. Several said the boat sank immediately, while others said it could be seen for awhile. There were also differing accounts as to the boat's origin. Again, talking to representatives from the Coast Guard, SFFD and Park Police, the boat was said to have variously begun its journey in Half Moon Bay, Santa Barbara, Marina Del Rey and San Diego. We called harbormasters in the first two locations — in addition to those in Santa Cruz and Monterey — but none recalled a 20-ft boat with three Canadians.

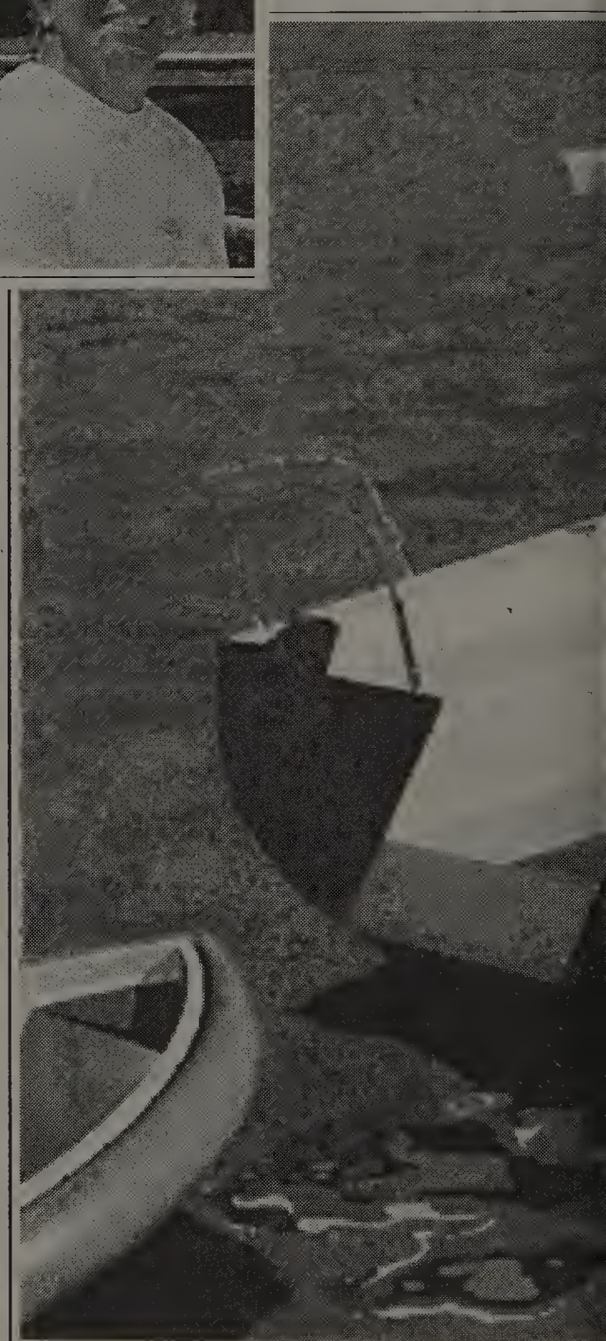
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new kid

course of study in '98. In between doing house designs and sailing his Moore 24 *Low Profile*, he started working up some boats. You can check out a few of them here: *http://www.boatdesign.net/gallery/showgallery.php?cat=500&ppuser=765.*

Work has been coming, albeit slowly. He's designed components for boats, new interiors for boats, and even a few boats — a 21-ft bass boat and 30-ft whaleboat, both of which are being built back East. But the sailboat stuff, what he really wants to do, has been a slow starter. That's why he was intrigued by the idea of a design contest.





— cont'd

"I figured it might give me some exposure," he says.

Co-sponsored by *Bluewater Sailing* magazine and Walker Bay, the folks that build the rotomolded dinghies, the contest asked for a serious cruising sailboat of moderate size that — here's the clincher — could launch, retrieve and store a really good hard dinghy. The contest required legitimate whole-boat design, not just a gizmo for handling dinghies. Doug didn't even find out about the contest until November, which gave him only 30 days to come up with a set of drawings. When the entries were judged — by former Sparkman & Stephens Design Chief Bill Langen and former Derektor chief Naval

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sad day — cont'd

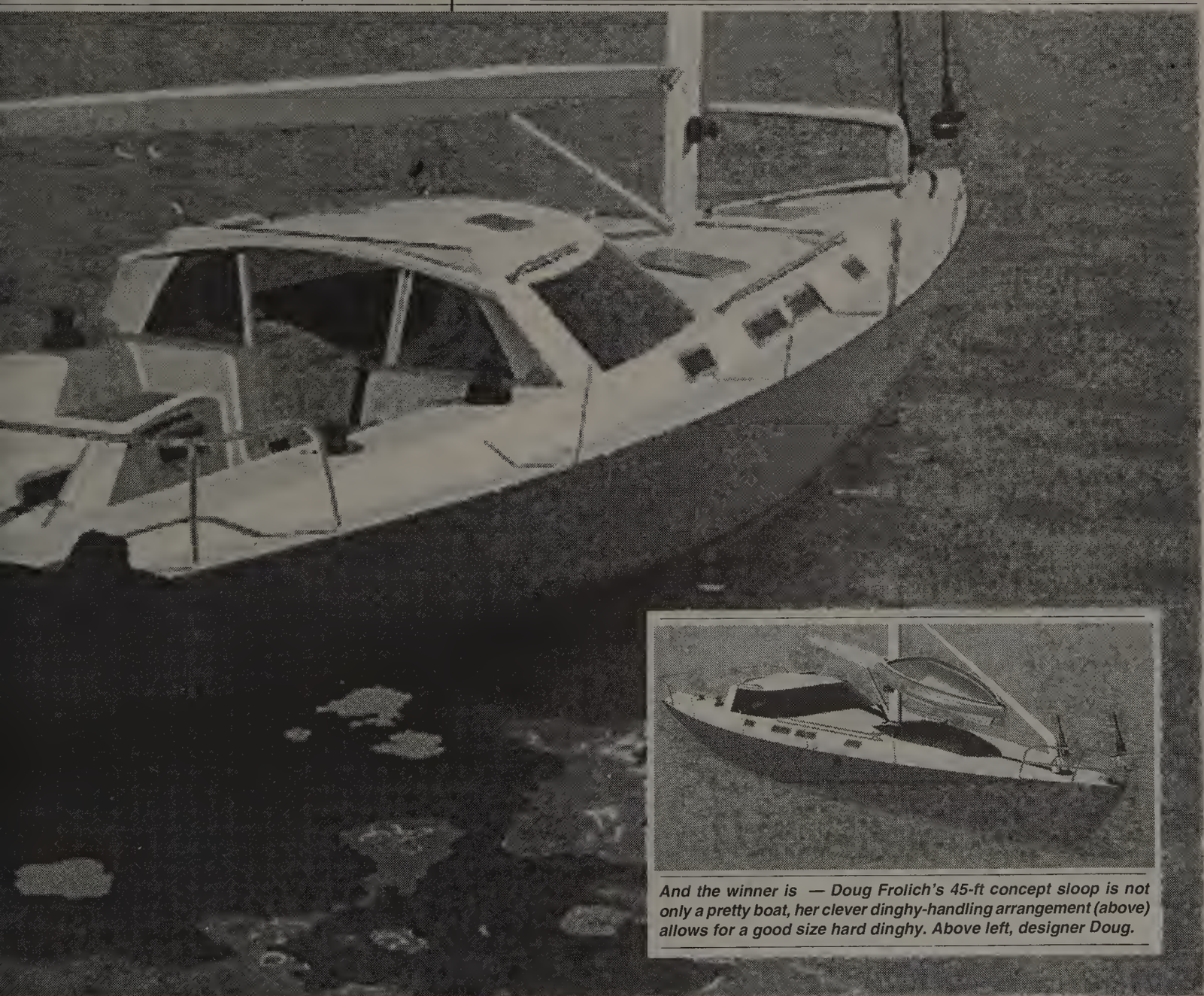
We had no contact numbers or city in Canada to start looking for Randy Reid to ask him directly. So, based on the information that we could gather from official sources, we put together a report which ran in *'Lectronic Latitude* on Friday, February 20, along with a note for anyone with more information to let us know.

It didn't take long. Emails started coming in from everywhere, and we slowly pieced together a more accurate order of events. The day the March issue was shipped to the printer, Randy Reid himself posted a note on *SailNet* that was widely circulated. In it, he stated that most news reports about the incident were way off. A subsequent interview with Reid which appeared in the *Calgary Sun* revealed even more inaccuracies in the original reports.

(By the way, we don't fault any of the official agencies involved in this case for their early information. The first reports coming out of any 'breaking news' story are often glaringly inaccurate.)

Since so much had changed, we decided to 'stop the presses', so to speak, and rewrite the lead item the March *Sightings*. Unfortunately,

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And the winner is — Doug Frolich's 45-ft concept sloop is not only a pretty boat, her clever dinghy-handling arrangement (above) allows for a good size hard dinghy. Above left, designer Doug.

GRAPHICS COURTESY MARSHALL DESIGNS/DOUG FROLICH

sad day — cont'd

due to a technical mistake, this substitution did not take place. So, as we mentioned earlier, the report that *did* run contained numerous inaccuracies. Even something that should have been as easy as wind strength. Everyone we talked to put "storm winds" in the 30-35 knot range. But a look at the NOAA site for February 18 revealed a pretty sedate 10-15 knots, as Reid claimed. We also sorted out the confusion about his point of origin. Reid had bought the boat in Marina del Rey, and was harbor-hopping his way back home to Canada. He had stopped in Santa Barbara and Half Moon Bay, and was headed for San Francisco Bay when the accident occurred.

Which brings us to what *really* happened to Reid, his son and his friend Brad Amos that day.

With the extra information sent to us by readers, we by now had Reid's email address. However, when we decided to do the rewrite after the last issue had gone to the printer, we didn't use it. After some discussion, and being parents ourselves, we decided that it was crossing a line that shouldn't be crossed, at least not then. At the time, it had been only a week since Reid had lost his son.

A month later, as the April issue started taking shape, we did contact Reid and invited him to write or talk about that day to set the record straight. He declined at this time, and we are completely understanding of that.

So the following updates are based on Reid's accounts which appeared either in his *sailnet.com* post or his interview in the *Calgary Sun*. To the best of our knowledge, these details are the *most* correct and reliable available at this time.

* "We got caught in the surf, but if we'd stayed farther offshore, we would have been fine." Even with the aid of engine power, Reid said, "Every time we tried to go out, [the surf] would force the boat around."

* "My son was at the helm and wearing the harness and tether that was our practice all the way up the coast. Brad was wearing a Mustang floater coat, and I was not wearing either. I was the one who should not be here today."

* "The tether was likely to have been the cause of my son's death, as it seems he was not able to release himself from the boat when it went down. . . We got hit broadside by three [waves] and my best guess is that the boat went down in approximately 45 seconds."

As we pointed out last month, the South Bar (and Potato Patch to the north) are shallow areas that can be very dangerous to boaters during the winter. Over the years, we have reported on numerous swampings, capsizes and groundings of recreational boats in these areas during the winter — usually due to big 'sneaker' waves where there were none only moments before. A check of the tidebook shows Reid's boat was transiting this area right at max ebb, which is probably the most dangerous time.

It's unclear whether Reid's boat had cleared the South Bar or, as he stated, simply gotten too close to the surfline.

Again, we apologize to readers and the Reid family for inaccuracies in earlier reports of this incident.

a-cup sponsorship — buy it now!

Discovery consists of looking at the same thing as everyone else does and thinking something different.

— Albert Szent-Gyorgyi, Nobel Prize winner, 1937

It used to be — and still largely is — that the main way to raise money for, oh, say an America's Cup campaign, was to pound on lots of doors, do lots of power lunches, pour your soul into presentations. . . and 99 times out of 100 get handed your hat.

John Sweeney and Tina Kleinjan, the partners who hope to put together an America's Cup campaign under the Sausalito YC burgee, are taking a different tack: they're going to see if they can get the spon-

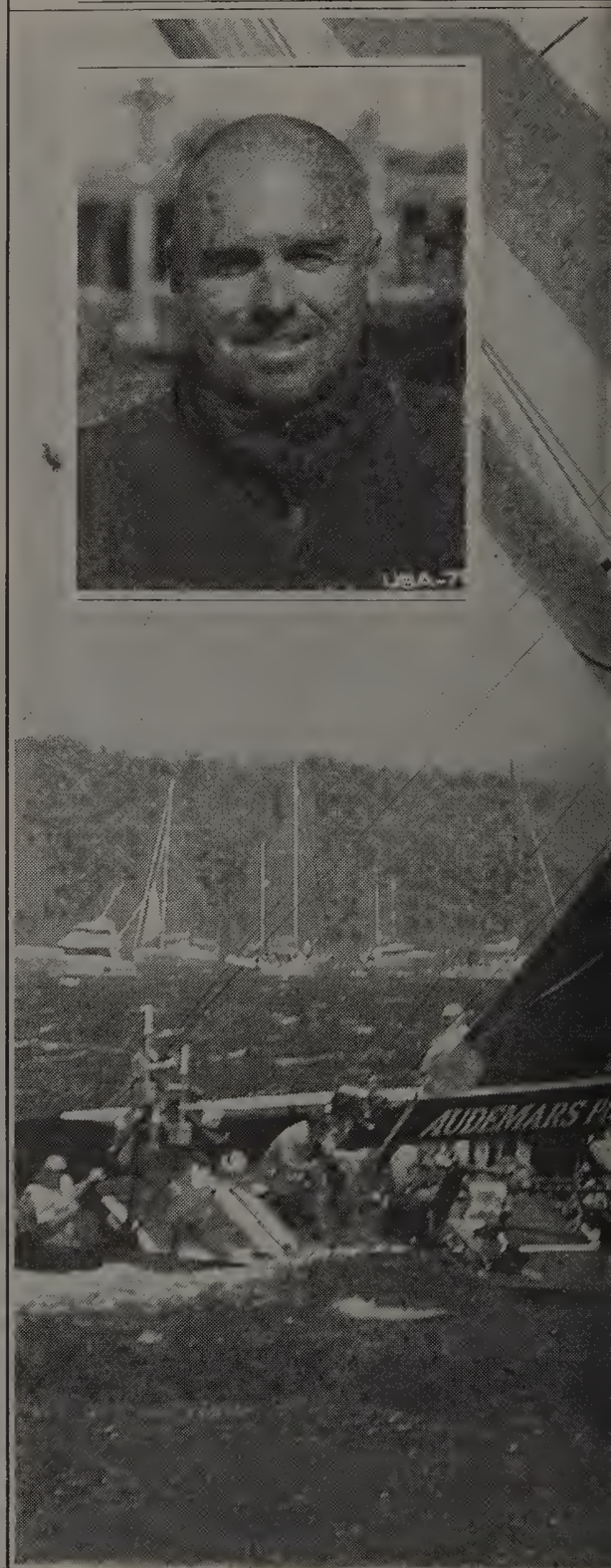
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coast

Architect Rodger Martin — Doug's 45-footer was declared the winner.

As you can see from the graphic illustrations on the previous pages, Doug addressed the dinghy issue with the clever idea of a cantilevered jib boom that doubles as a dinghy launch crane. Neat!

With his win only announced on March 17, and the feature article on his design in *Bluewater Sailing* still a month



watch

away, Doug's sitting tight, waiting to see what comes next.

Not so Westlawn, which was all too happy to splash their student's accomplishments all over press releases like proud parents.

"We can look forward to more unique and exciting designs from Doug Frolich in the future," notes Westlawn Director Dave Gerr. Frolich certainly hopes so.

auction — cont'd

sors to come to them, by putting their syndicate's title sponsorship up for bid — on *eBay*.

"It's the largest thing ever offered for sale on *eBay* — or the internet," says Kleinjan of the April 2 auction, whose opening bid is $30 million. The auction will run until April 9, unless someone ends it early by clicking the $45 million 'Buy It Now' icon.

Sweeney got the idea when he followed an *eBay* auction for a classic Ferrari. The nearly $1 million winning bid didn't intrigue him half as much as the fact that there were 45 bidders competing at that level.

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"Your name here" — Title sponsorship of an America's Cup syndicate gives a company tons of exposure for many months.

BOB GRIESER

auction — cont'd

"This is the fastest way to reach CEOs and decision makers worldwide," he says. "The fact that *eBay* brings together buyers and sellers in an open environment to trade goods at the market price has been the basis of countless trades for everything from collectible antiques to autos. However, to the best of our knowledge, this is one of the first times that the *eBay* model is being applied to a major sports sponsorship package. We could spend months trying to reach potential sponsors, but on *eBay*, everyone can instantly see what we have to offer."

Early interest was high. Since the announcement of the pending auction was made on March 1, the Challenge Series website (*www.challengeseries.com*) has received nearly 200,000 hits, and more than 1,100 companies — from airlines to cosmetic makers to oil producers — have downloaded the auction information package.

What a winning bid buys a sponsor is not only branding rights for the *Sausalito Challenge* yachts, but a whole package aimed at creating a global image for the sponsor company "at a fraction of the cost of a usual America's Cup team." While most of the big syndicates are ponying up $80 to $100 million for two-boat campaigns in the 2007 Cup, Sweeney and Kleinjan feel they can put together a viable one-boat challenge for around half that. Combining title sponsorship funds with the $10 million worth of commitments Sweeney says he has already secured would do the trick. Sweeney and Kleinjan already have built-in trial horses for any new boat they build in the form of four retired America's Cup yachts that race in the Challenge Series on the Bay, which they also created. Sweeney himself has been part of two America's Cup syndicates: He sailed for both Riley's *America True* syndicate in 2000 and Larry Ellison's *Oracle/BMW* in 2003.

As mentioned, the auction starts on April 2 and runs through the 9th. It will appear on the *Boats and Watercraft* section of *eBay Motors*. To access the auction, log onto *www.ebay.com* and type in the keyword 'sailboat' to follow the action. We'll let you know how it went next month.

sail expo back in town

If the ol' hernia is acting up, it may be because this issue of *Latitude* is a good bit heftier than usual. That's because there's a program for Pacific Sail Expo bound into it. This biggest sailboat-only show of the year takes place at Jack London Square from April 14-18.

This is the sixth or seventh Sail Expo, and if you haven't yet been, this is your year. If you have, then there's plenty of reason to return again. The show keeps getting better every year.

Take a moment to flip through the program and check out all the different boats, seminars and manufacturers that will be there. As we've mentioned before, many of the booths are manned not by 'hired help', but by the founders and presidents of those companies. It's where the buck stops and the knowledge starts. If you have questions about refrigeration, repowering, new sails or anything else pertaining to sailing, this is the one place you can get them all answered.

As with every show, the program must be put together before every seminar and attendee is finalized. So here's a quick look at some of the boats and events that might not have made it into the program, but that will be there nonetheless. And a few highlights of those that were

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THE 10 COMMANDMENTS

*1. **Thou shalt not take anything other than safety too seriously.** If you can only remember one commandment, this is the one. Relax, have fun and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."*

*2. **Thou shalt honor the racing rules if thou knowest them.** Unless specifically stated elsewhere, The Racing Rules of Sailing 2001-2004, published by US Sailing, is the current rules bible. Few sailors we know have actually studied it cover to cover — reading the tax code may actually be more interesting. But for beer can racing, you just need to remember the biggies: port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark. Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you know what you're doing. Like most things, it boils down to common sense.*

*3. **Thou shalt not run out of beer.** Beer (aka 'brewskies', 'chill pills', 'thought cylinders') is the beverage that lends its name to 'beer can' racing. Obviously, you don't want to run out of the 'title sponsor'! Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola races, hot chocolate races or anything else. Just why beer is so closely associated with this type of racing escapes us, but it's a tradition we're happy to go along with.*

*4. **Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating.** No excuses or whining — if you're lucky enough to have a sailboat, go use it! You don't need the latest in zircon-encrusted widgetry or unobtanium sailcloth to have a great time out on the water with your friends. Even if you're boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.*

*5. **Thou shalt not amp out.** No screaming, swearing or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to half a calming influence on the nerves.*

beer can

You got your Can-Can, your can-do attitude and your little engine that thinks it can. You can fall on your can, get canned, and even get thrown *in* the can. You can go to Can-ada and have an uncanny experience buying can-dy from a can-tankerous Mexi-can. But nowhere will you have as much fun with three simple letters as when you race your sailboat in a summer beer can series.

The summer beer can races — coming soon to a club near you — are a great way to meet people, a great way to defuse after a rough day at the office (even if it's the unemployment office), a terrific 'family time' activity (barbecue dinners usually included after the racing), a great way to ease into racing, and a peerless way to hone light-air skills, learn how to fly a spinnaker, or just keep those reflexes sharp and those competitive juices flowing. Plus if you don't do well, there's a built-in excuse: "Hey, who cares? It's only a beer can race."

Well, unless you decide to steel yourself to try for one of the most grueling events ever contested by mortal men or women: the Ironman Challenge. Those worthy enough will have to somehow com-

OF BEER CAN RACING*

*6. **Thou shalt not protest thy neighbor.** This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be assessed, but on the whole, tossing a red flag is the height of bad taste in something as inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.*

*7. **Thou shalt not mess up thy boat.** Everybody knows some hardcore weekend warrior who ripped his sails on a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition — like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.*

*8. **Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can racing is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting other sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.*

*9. **Thou shalt bring thy spouse, kids, friends and whoever else wants to go.** Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.*

*10. **Thou shalt not worry. Thou shalt be happy.** Leave the cellphone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!*

* First published: May, 1989

racing

plete five consecutive beer can races in a row, either with their own boat or by bumming rides on other people's boats. You're right. It's not for the faint of heart or body, and yes, by comparison, an ascent of Everest is a jog through the park. But the rewards are priceless: a *Latitude* T-shirt, your picture in the magazine, and bragging rights until somebody else does it. Start carbo-loading now and remember to take some pics and jot down names — we need proof before we make you famous!

Don't own a boat or know anyone who's doing a beer can race? Come to our Crew List party on April 7 at the Golden Gate YC (check out the article elsewhere in this issue) or simply show up at the yacht club of your choice on race eve, put on a smile and ask if anyone needs an extra hand. Even if they don't, we can almost guarantee you'll get a ride. All you have to do is, well, get off your can and go do it.

To give you added incentive, we've digitally remastered one of our greatest hits: The 10 Commandments of Beer Can Racing. Check it out above.

(A complete list of clubs holding beer can races can be found in *Calendar*.)

sail expo — cont'd

scheduled well in advance.

Convergence — West Marine founder Randy Repass's new Wylie 65 will be open for your inspection . . . with Randy himself leading many of the tours.

Master Mariners — A contingent of classic yachts from the local Master Mariners fleet will be at Sail Expo for the first time, including the 1918 gaff yawl *Runa IV* and the Herreshoff 28 *Glory*. The Maritime Museum scow schooner *Alma* will also be there, as will the charter tallship *Hawaiian Chieftain*.

Lin and Larry Pardey — Authors, lecturers and gurus to a generation of cruisers, Lin and Larry will give a seminar during the show, and an all-day seminar the day *before* the show (see *www.american-sailing.org* for more on that).

Pacific Cup Mini-Seminars — Aboard the Schumacher 46 *Surprise*, which will do the race later this summer. These appointment-only seminars can be arranged by registering at the boat.

Alaska Eagle — As *Flyer*, this 65-ft aluminum ketch won the '77-'78 Whitbread Round the World race. As the flagship of Orange Coast College School of Sailing and Seamanship, she has shown hundreds the thrills of crossing oceans. Come check out '*Eagle* and the ongoing program.

Famous Faces — ***Gary Jobson*** will be on hand to talk about Grand Prix sailing, ***Tom Leweck*** will entertain *Scuttlebutt* fans with the ins and outs of electronic publishing, the famous ***Foxy Callwood*** is flying up from Jost Van Dyke to *really* entertain you, and our own ***Richard Spindler*** will speak about the enormously popular Baja Ha-Ha cruisers' rally, which he 'Poobahs' every year. Veterans of past Ha-Ha's are invited to come to the *Latitude 38* booth for a reunion at 6 p.m. on April 16. Check out these and other attractions in the program. See you there!

short sightings

PIER 39 — Remember Chippie the sea lion? He achieved fame last month by being found near a truck stop in Central California with a bullet in his head. He got his nickname by hopping aboard the trunk of the CHP car sent to investigate him — and promptly going to sleep. Returned to the Marine Mammal Center in the Marin Headlands, the 300-pound Chippie quickly returned to health after the bullet was removed. (It was speculated that the bullet in his head threw his internal navigation system off, resulting in the swim upriver and south until he basically ran out of water.) Released last month with a transmitter strapped on his back, Chippie immediately joined the throng of sea lions headquartered at Pier 39, and at this writing appears hale and hearty. So does his fan base: with the tracking transmitter he wears making him easily identifiable, it's small wonder tourist traffic on Pier 39 has increased recently.

SOMEWHERE OUT THERE — Both Steve Fossett's 125-ft catamaran *Cheyenne* and Olivier de Kersauson's 120-ft trimaran *Geronimo* are still at sea as this issue went to press — both hot after the nonstop round-the-world record set by Bruno Peyron on the 110-ft cat *Orange* in May, 2002. To beat that 64-day, 8-hour mark, *Cheyenne*, which started near Ushant on February 7, will have to finish before nightfall on April 4. In late May, Fossett and his crew of 12 were on track to do just that. Overcoming several potentially disasterous breakages last

continued on outside column of next sightings page

short sightings

month, they had amassed a lead of over 1,000 miles on *Orange*'s 2002 track, but at presstime had given up about 100 miles of it to light breeze (6 to 9 knots) east of Rio de Janeiro.

Geronimo, despite having left three weeks later (on February 26), was figuratively close on Fossett's heels. The big trimaran had just passed Cape Leeuwin, Australia, on a pace just a day behind *Cheyenne*. To follow the progress of *Cheyenne*, log onto *www.fossettchallenge.com*. *Geronimo*'s website is *www.trimaran-geronimo.com*. For a running commentary on both boats, it's hard to beat *www.thedailysail.com*.

Peyron, who made two attempts to join the fray with his brand new 120-ft cat *Orange* — only to be turned back early by the boat's teething problems — has decided not to make any further attempts this spring.

NORTH ATLANTIC — Cargos of sunken ships may never have made it to where they were going, but that doesn't mean they're not still worth something. This line of thinking led Texas-based Ocean Resources, Inc., to embark on the business of deepwater research, exploration and survey of valuable shipwrecks throughout the world. Taking the next logical step, ORI announced in late February that it planned to send its recovery vessel *Ocean Boomer* out into the North Atlantic this summer to recover more than 2,500 tons of copper ingots worth about $7 million from the wrecks of two World War I shipwrecks.

The wrecks lie adjacent to each other a quarter-mile underwater. The expedition is slated to begin in May of this year and should be completed in early fall. The Company expects to sell the recovered material on the spot market over the course of the operation.

If all goes well, ORI's next project will be the recovery of a World War II cargo vessel with more than 7,000 tons of copper, tin, cobalt, uranium, and tantalite valued at over $56 million. For more on this project or ORI, check out their website at *www.oceanri.com*.

HAWAII — On Monday, March 8, the 47-ft charter cat *Paragon I* flipped over during a daysail to Lanai. The boat's EPIRB was automatically activated and all passengers (approximately 10) were rescued within two hours, with no major injuries. Operated by Paragon Sailing Charters of Maui, *Paragon I* and her sistership, *Paragon II*, are considered to be among the most high-performance cats in Hawaii. (*Paragon II* was once clocked at 31.4 knots.) According to the company's office staff, however, *Paragon I* was not being pushed hard during Monday's daysail. Prior to her capsize, she was reportedly doing about 8 knots in moderate wind conditions. However, seas were abnormally rough due to recent storms. A representative from the company said the boat was being lifted by an irregular wave when a sudden strong gust flipped her over with, as we understand it, her rig intact. Both Paragon Charters cats were designed by John Conser and built in the mid-'90s.

ATLANTA — Howell Upchurch isn't your average boater. And it's not just because the Atlanta, Georgia, resident is partial to motorboats. It's the *type* of motorboat that's a tad out of the ordinary: Howell built, sails and 'fights' a Civil War-type ironclad. The 25-ft craft is one-sixth scale replica of a Confederate 'inclined casemate' ironclad similar to the first and most famous Rebel 'clad, the *Merrimac*, which duked it out to a draw in Hampton Roads against the Union's *Monitor* in 1861.

Built in three months of plywood and fiberglass made to look like iron, Howell's craft features real iron rivets, real cannons and a coal-burning 'boiler' — though actual propulsion comes from a 6-horse outboard hidden inside. The cannons all work, and are quite the crowd pleaser when they start belching fire and smoke out both sides, keeping Howell and his single crewman busy reloading. The bow gun even fires a 40mm 'fireworks' round, which streaks out 75 to 100 yards and goes off, sending up a geyser of water. (The rest fire blanks.) Adding to the effect is a 200-watt sound system pumping out the sounds of a steam engine and steam whistle. Upchurch, who runs a film and video production company in real life, created the ironclad to sell a movie idea (it worked). He presently keeps busy trailoring his unique craft to a half dozen or more shows and Civil War re-enactments a year. He's

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looking

The staysail schooner *Aldebaran* sailed past Alcatraz on 'leap year' weekend (February 28). The tanbark sails on the Alviso-based boat were all trimmed perfectly and,



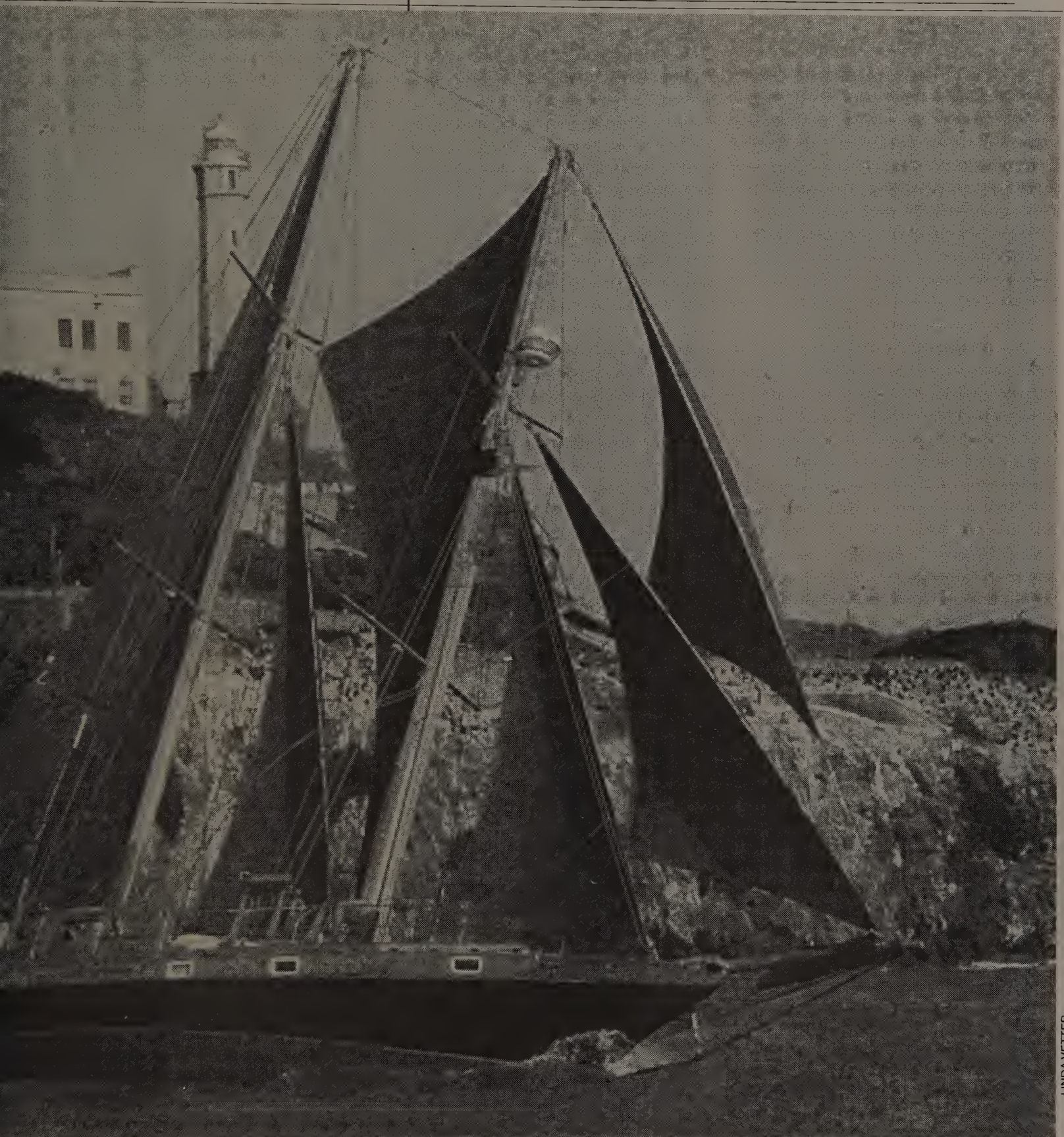
good

as you can see, she was looking good.

Spring is in the air, folks. It's time to brush the cobwebs off and get out there in your own boat!

shorts — cont'd

always a big hit, especially with the kids. Between shows and Upchurch's work, the boat is homeported near where she was launched last February in Stone Mountain, Georgia. For a short video of the 'clad in action, log onto *www. powdermonkeyllc.com.*



LINDA VETTER

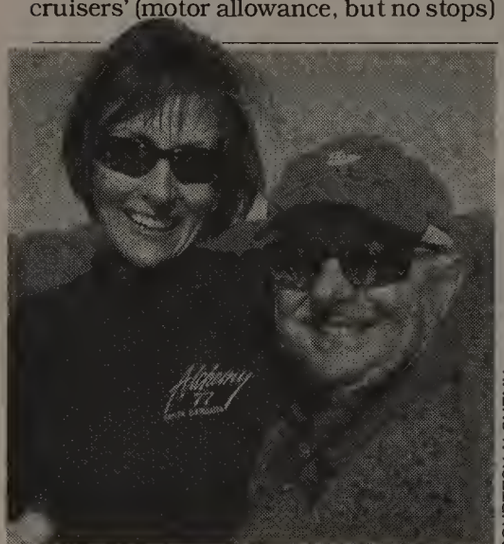
SAN DIEGO-MANZANILLO RACE

"If you didn't like this one, you need to find another sport," claimed *Medicine Man* crewmember Dave Ullman. That sentiment was echoed by virtually everyone who participated in last month's excellent San Diego to Manzanillo Race, optimistically billed as "The Return of a Classic."

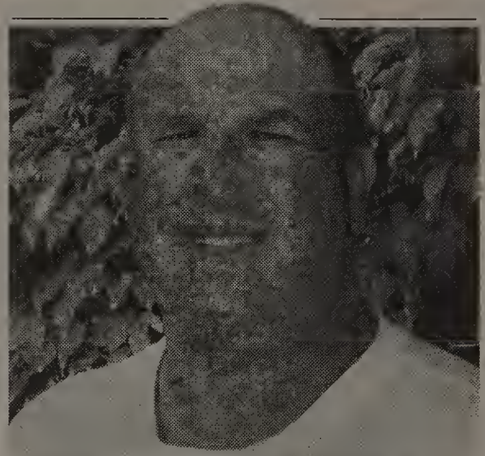
San Diego YC has run biennial Mexican races since 1952, originally trekking all the way down to Acapulco, then the only 'civilized' port on the Mexican coast. That race, which some likened to the Bataan Death March, was eventually abandoned in favor of a closer destination, Manzanillo's glamorous new Las Hadas Resort. Ten races later, enthusiasm waned after the '94 race — during which the SC 70 *Pyewacket* topped a 23-boat fleet and set a new record of 5 days, 16 minutes.

In '96, the race ventured to Mazatlan (25 boats), but then wasn't invited back. The next three races, all good ones, went to Puerto Vallarta: '98 (18 boats), '00 (37 boats), and '02 (31 boats). Last month, for reasons that escape us — and a lot of SDYC members, too — the decision was made to return to Manzanillo. Despite some concerns about logistics and light air, it turned out to be a pretty good call, though only 23 boats — ironically, the same as in '94 — showed up for the 1,120-mile downwind sprint.

The small fleet departed from Point Loma in three waves — six 'performance cruisers' (motor allowance, but no stops) led off on Tuesday, February 24. Two days later, a dozen racing boats took off in PHRF A and B, followed the next day by four Alan Andrews-designed sleds which made up PHRF AA (definition of 'irony': million-dollar yachts and paid professional sailors sailing under PHRF). All four of the new-generation creations had the horsepower to demolish *Pyewacket*'s decade-old record — and conditions looked ripe for a record run.



COURTESY ALCHEMY



Above, Mary and Dick Compton ('Alchemy') set the new course record. Right, Bob Lane ('Medicine Man') was the overall winner.

The Turbosleds

By starting last, the turbosleds benefitted from the best weather pattern of the three starts. Dick and Mary Compton's year-old, water-ballasted Andrews 77 *Alchemy* and Doug Baker's squeaky-new Andrews 80 *Magnitude 80*, a canting-keeler, led the charge out of town. By nightfall, not unexpectedly, the bigger *Magnitude 80* was steaming off the horizon and out of radar range on *Alchemy*.

Then, *Magnitude*'s problems began — also not really unexpected, as the boat had only been launched a week prior to the race and her crew had only sailed her once before the start. *Magnitude*'s untested carbon spritpole suddenly snapped, apparently from side-loading on its forward support. The crew, all friends of Baker's and veterans of the previous *Magnitude*, quickly cut the broken sprit down by about four feet and set their kite again. The hastily-shortened vectran bobstay failed next, sending the sprit skyward and taking out the pulpit. In the ensuing chaos, their Code 2A spinnaker — a vital running sail for this race — was shredded, and a reaching strut was lost overboard.

Alchemy, meanwhile, was revelling in the 18-22-knot breeze. This was the Compton's third long distance race with this boat, having previously done the Chicago-Mac and Port Huron-Mac, setting an elapsed time record in the latter. Aboard for the Manzanillo Race was a pro-am crew consisting of professional sailors Gordon Maguire (sailing master), Mark Rudiger (navigator), Mark Sims, Larry Leonard, Alan Andrews, Alan Lindsay, Reggie Cole, and Scott Gregory. The balance of the team consisted primarily of longtime Santa Barbara 'regulars': Bill Lenvick, Dave Young, Sean Farrell, Mark Coleman, Tony Pascone and Dean Tank.



On their first noon-to-noon run, *Alchemy* posted 387 miles — a 16.1-knot average, their best numbers ever. The second day, they sailed 364 miles, despite having to drop the kite and back down to shed a five-foot long (and very dead) shark off their keel. After two and a half days of splendid sailing, *Alchemy* was already abeam of Cabo San Lucas. "Things were going well; we were often going 20 knots," reported Sims. "Any time you could have towed a water-skier the length of the Baja Peninsula, you know you're on a record pace!"

A minor disaster was averted off Cabo when *Alchemy*'s watermaker motor exploded, but was then fixed. Compton, a handy guy who is also the CEO of the



MARK COLEMAN

'Alchemists' at work — Alan Andrews trims the kite, Dean Tank trims the main, Gordon Maguire drives, and three guys spin the handles.

world's largest supplier of silicone for medical devices, earned a 'MacGyver' award for epoxying the jigsaw puzzle of broken pieces back together. An anxious — and thirsty — half day later, they were back in business. During the night, *Alchemy* expertly skirted the lee of Cabo, hedging their bets to the west while *Magnitude* was caught inside. At roll call on Tuesday morning, with a half day of sailing to go, the 'Alchemists' were elated to learn they had opened up a 42-mile lead.

"That's when we knew we had the record," said Compton. "Our next goal was to finish in under four days." Despite battling light headwinds for several hours at the end, *Alchemy* accomplished both missions with seven minutes to spare. With Mary at the wheel, *Alchemy* pulled into Las Hadas after just 3 days, 23 hours and 52 minutes on the course — and all but her delivery crew was gone within 24 hours, before the majority of the fleet even finished.

"Last summer's Great Lakes tour was fun, but this was even more special," claimed Compton. "We sailed really hard, but also had a great time. We always had three guys grinding like they were in Gold's Gym, and we burned through a lot of spinnaker sheets despite wetting the winches down every few minutes, end-for-ending the sheets, cross-sheeting them, tying painters on the spinnaker clews, and every other trick we could think of. Alan Lindsay must have done 30 splices during his off watches!"

"The crew was really impressive!" added Mary Compton. "We had perfect chemistry aboard. The pros couldn't have been nicer, and we all learned a lot from them. It was a delightful trip!"

Magnitude 80, a bit battered after their shakedown, arrived about five hours after *Alchemy*. "The potential's there, and we'll figure it out," claimed owner Doug Baker. *Medicine Man*, Bob Lane's much-upgraded water-ballasted Andrews 61, finished around midnight, claiming class honors over runner-up *Victoria V*, Mike Campbell's modified Andrews TP-52, by just over an hour. *V-5*, now equipped with a canting keel and optimized for downwind performance, led on corrected time for most of the race, but had the misfortune to finish about 4 a.m. — about the worst time imaginable for wind. To add insult to injury, *V-5*'s alternator crapped out the last day, depriving them of battery power for canting their keel and forcing her crew to move it manually each time.

Sailing with Lane on *Medicine Man* were navigator John Jourdane, Ernie Richau, Dave Ullman, Sam Heck, Mat Bryant, Dave Jones, Bob Greb, Chuck Stevens and Phil Soma. *Medicine Man* and *V-5* also broke *Pyewacket*'s record, by 12 and 8 hours, respectively. With the wind fading behind them, *Medicine Man* was untouchable after *V-5* finished and was soon declared the overall winner, as well.

"Sure, it was nice to win — but let's put this into perspective," said Lane, a retired pharmacist (hence the boat name) with a healthy attitude about Mexican races. "You can sail really hard, but there's still a lot of luck involved — what day you start, which way you go, what time of day you finish, and so on. I guess it was our turn to win — but in the end, what matters most is that you and your friends enjoy the race. We had a great time!"



JEFF JOHNSON

'Medicine Man' blasts out of the starting blocks.

Class A — *Stars & Stripes*

Dennis Conner still has the magic touch when it comes to Mexican races, this time winning Class A by three hours over Jake Woods' Mull 82 *Sorcery*. His well-prepared R/P 50 *Stars & Stripes* (ex-*Morning Glory*) ended up just 17 minutes behind *Medicine Man* on corrected time — not bad considering the difference in weather windows at the start. As usual, Dennis

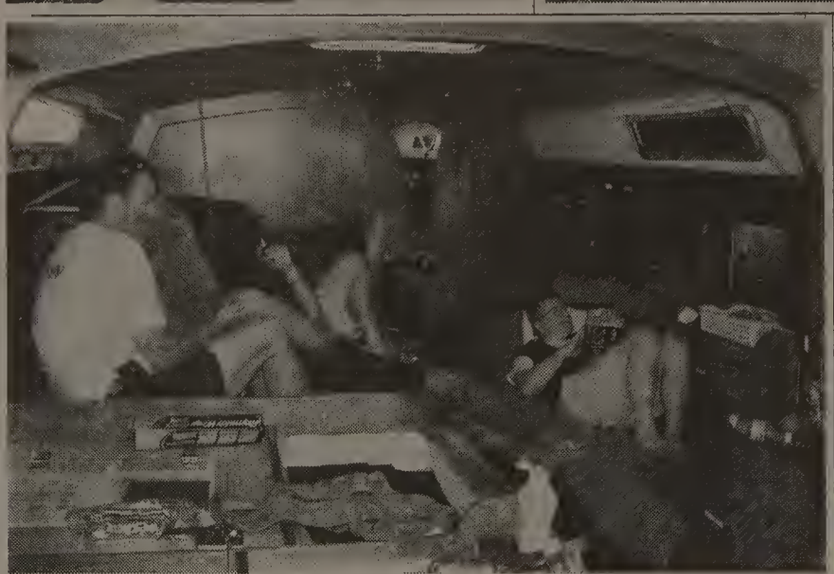








JEFF JOHNSON





Manzanillo memories, clockwise from upper left — Zooming down the Baja coast on the J/160 'Indigo'; the big rigs at the Las Hadas docks; 'Stars & Stripes' launches off the starting line; the 'Alchemy' crew at attention before the race; 'Indigo's off-watch takes in a movie; and a 'Magnitude' crewmember sports the latest resort trend, full-body ultraviolet ray protection.

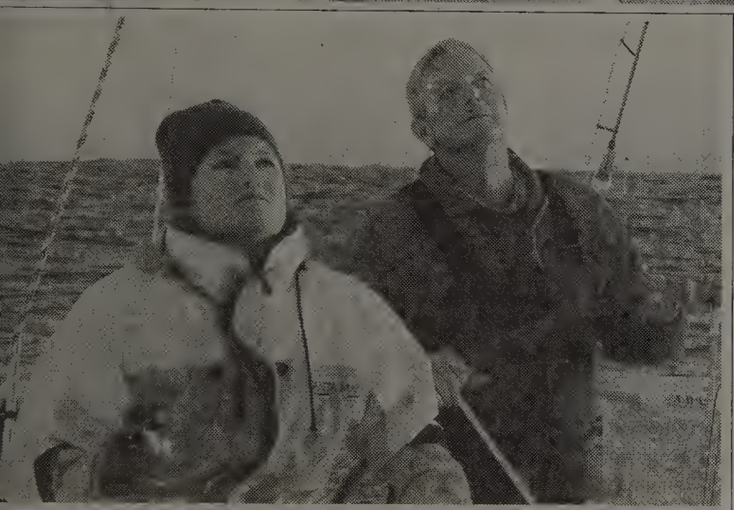
surrounded himself with great sailors — on his watch, he had Steve 'Mothy' Jarvin, Al Pleskus, and Sandy Purdon. Gary Weisman ran the other watch, working with navigator Chris Busch, boat captain Peter Burton, and Bill Trenkle.

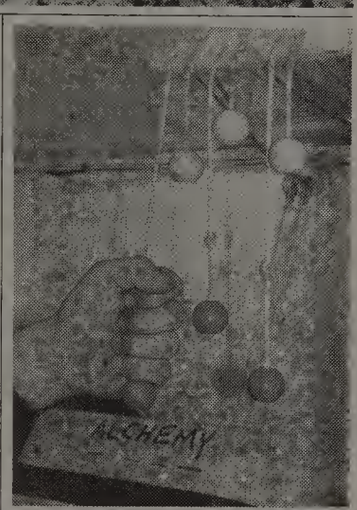
"DC is a great driver, and he's also a great cook!" reported Busch, whose wife Kara had their first child right after the race. "We had lots of DC's famous meatloaf, as well as steak on the stern-mounted barbecue, and even ice cream and pie several nights. The only problem we had was that the head blew up on the second night. Pete fixed it — and was subsequently the first to bathe in the cold Baja water."

Tactically, *S&S* sailed about the same course as all the winners — rhumbline to San Benito, then working offshore to leave Cabo about 30 miles wide, followed by soaking south of the rhumbline for the approach to Manzanillo. They kept a close eye on the bigger *Sorcery*, which owed them only 9 seconds a mile. "We cut the corner on *Sorcery* at Cabo, getting through the lee unscathed while they took it much wider," said Busch. "Our boat did really well in the early lumpy spinnaker stuff, as well as the light segments through Cabo and the finish."

Velos, a nicely-restored Tanton 73 originally designed for round-the-world racing, ended up a distant third. As usual, owner Kjeld Hestehave staffed his boat with fellow Etchells *aficionados*,











ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED

Memories, cont'd from top — 'Indigo' bowman Erik Shampain took this shot from the masthead; the controls for 'Alchemy's six waterballast tanks are located below ("Ignore the man behind the curtain!"); Ken Sears, owner of the J/160 'Blue', broke his hand during the race; 'Maitri' was the top J/160; and Bermuda Olympic sailor Paula Lewin and Tim Lynch in the cockpit of 'Indigo' at sunrise.

including Bay Area sailors Kers Clausen, Jim Gregory, John Mellen and John Roswadowski. This jolly group approached the partying as methodically as the race, implementing a buddy drinking system ("leave no sailor behind") upon arrival in Las Hadas. One crewman — no names — took this responsibility so seriously that he basically carried his assigned partner back to the boat the first night. Unable to lift the guy back aboard *Velos*, he went below, found a safety harness, and tethered his unconscious pal to the dock. Then, feeling duty-bound, he fell asleep next to his buddy. Where's a camera when you need one?

The Farr ILC 46 *Wasabi*, under new Mexican management and en route to its new home in Acapulco, brought up the rear. Another boat in this class, the potent new J/145 *Stark Raving Mad*, retired the first night with steering problems (the carbon fiber sheave box holding the steering cables failed). "It was a huge disappointment," allowed *SRM* crew Jeff Brown. "We had a great crew, a great boat for the conditions, and we would have given Dennis a real run for his money."

Class B — *Paddy Wagon*

After several years of having their way in Mexican races, the J/160s finally had their comeuppance. Between their new rating of -15 (down sharply from -6 in past years) and heavier-than-normal winds (J/160s don't surf as readily as most boats), the trio of 160s in the Manzanillo Race finished collectively in the cellar.

Topping the seven-boat class was Richard Mainland's Marina del Rey-based Ross 40 *Paddy Wagon*, which beat another Del Rey effort, Phil Friedman's Farr 39 *Black Knight*, by 4.5 hours. "This was the highlight of my racing career, certainly since we bought *Paddy Wagon* from a Seattle owner two years ago," said Mainland, a Los Angeles trial lawyer. "We got the boat with the idea of doing some offshore races, which I'd never done. The Manzanillo Race and the TransPac, where we finished a close fourth, fulfilled my dream."

Paddy Wagon's crew consisted of tactician Doug Johnstone, Michael Kennedy, Dan Taron, Bruce Fleck, Matt Sargent, and 23-year-old bowman/sailmaker Eric Heim. The crew voted the latter their MVP for doing an "amazing" all-night repair job on their all-important and only light air spinnaker, which they put up again in the morning and used the rest of the race.

Kirk Wilson's trusty SC 50 *Bay Wolf* took third, topping sistership *Horizon* by a scant five minutes after an exciting six-day match race. Peter Johnson's TransPac-hardened J/160 *Maitri* (ex-*Stark Raving Mad*) was the top 160, and also won the unofficial award for killing the most fish. All three 160s suffered from 'wardrobe malfunctions' (spinnaker blow-outs), but at least enjoyed hot showers, great food and nightly movies during the trip. The J/160 *Blue* had a particularly interesting trip — highlights included owner Ken Sears breaking his left hand (fortunately, he's a doctor) during a jibe; a brief electrical fire in the nav station; and navigator and 56-time Mexican racer Tom Leweck falling down the hatch near the end of the race and breaking two ribs.

Cruisers — *Tranquility*

Max and Shirley Lynn's Beneteau

SAN DIEGO-MANZANILLO RACE

2004 San Diego to Manzanillo Race Results

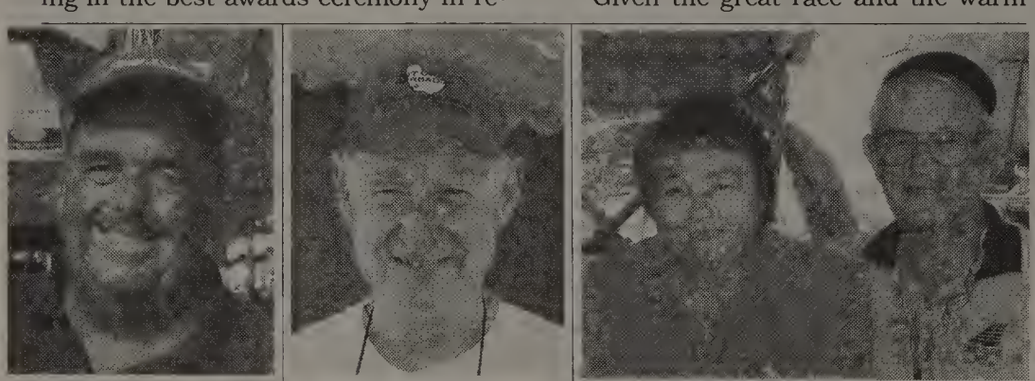
CL	FL	Yacht	Design	Owner	Rating	Elapsed	Corrected	SOC	Yacht Club
PHRF-AA (started Friday, 2/27)									
1	1	*Medicine Man*	And. 61	Bob Lane	-93	108:34:38	137:30:38	10.31	Long Beach
2	3	*Victoria 5*	And. 52	Campbell/Dickson	-84	112:32:44	138:40:44	9.95	Long Beach
3	4	*Alchemy*	And. 77	M. & R. Compton	-141	95:52:33	139:44:33	11.68	Sta. Barbara
4	13	*Magnitude 80*	And. 80	Doug Baker	-180	100:35:20	156:35:20	11.13	Long Beach
PHRF-A (started Thursday, 2/26)									
1	2	*Stars & Stripes*	R/P 50	Dennis Conner	-39	125:40:01	137:48:01	8.91	San Diego
2	5	*Sorcery*	Mull 82	Jake Wood	-48	125:45:58	140:41:58	8.91	California
3	11	*Velos*	Tanton 73	Kjeld Hestehave	-21	147:02:02	153:34:02	7.62	San Diego
4	14	*Wasabi*	Farr 46	Jorge Ripstein	-33	146:43:22	156:59:22	7.63	Acapulco
–	–	*Stark Raving Mad*	J/145	Jim Madden	-27	DNF	DNF	–	San Diego
PHRF-B (started Thursday, 2/26)									
1	6	*Paddy Wagon*	Ross 40	R. & J. Mainland	24	153:24:38	145:56:38	7.30	California
2	7	*Black Knight*	Farr 39	Phil Friedman	18	156:06:45	150:30:45	7.17	Del Rey
3	8	*Bay Wolf*	SC 50	Kirk Wilson	-3	149:58:44	150:54:44	7.47	Cab. Beach
4	9	*Horizon*	SC 50	Jack Taylor	-3	150:03:40	150:59:40	7.46	Dana Point
5	10	*Maitri*	J/160	Peter Johnson	-15	147:54:38	152:34:38	7.57	San Diego
6	12	*Blue*	J/160	K. & C. Sears	-15	150:13:38	154:53:38	7.46	Scuttlebutt
7	15	*Indigo*	J/160	B. & A. Weiland	-15	152:24:24	157:04:24	7.35	RSFYC
PERFORMANCE CRUISING (started Tuesday, 2/24)									
1	1	*Tranquility*	Ben. 40.7	M. & S. Lynn	54	166:40:44	157:00:22	6.72	Sta. Barbara
2	2	*Between the Sheets*	Jean. 52.2	Ross Pearlman	72	167:31:33	162:38:08	6.69	Del Rey
3	3	*Equity*	Swan 46	Tom Holthus	69	169:08:27	171:54:38	6.62	San Diego
4	4	*Magic*	K/P 44	Thayer Ridgway	123	180:25:50	189:03:34	6.21	San Diego
5	5	*Spirit*	Hylas 54	Craig Grosvenor	57	170:23:16	207:16:46	6.57	San Diego
6	6	*Iataia*	Ben. 40.7	Marcos Rodriguez	54	210:50:29	253:15:11	5.31	Acapulco

40.7 *Tranquility* topped the low-key Performance Cruising division, threatened only briefly by the Jeanneau 52.2 *Between the Sheets*. "We wanted to go in the racing divisions, but there weren't any other boats to make a 'C' class," said Max, a retired aerospace engineer who worked on the Apollo Project and named his boat after the moon's Sea of Tranquility.

The Lynns lined up some of their Santa Barbara racing crew (Glen Bjorkman, Larry Leveille, John Baker, Don McKenzie, and Paul Wolthausen), stuffed the boat with extra fuel and 84 gallons of water, and took off anyway. By sailing hard ("We slept in our harnesses and foulies between Cedros and Cabo"), overcoming some gear failure (after losing both spinnaker halyards, they rigged an external one), and by only using their motor for 4 hours and 23 minutes — way more sparingly than everyone else — they won by a comfortable five hours on corrected time.

"I think it's safe to say we approached the race more seriously than the rest of our group," said Max.

It was fun to be back at Las Hadas — the white-washed, 15-acre, Moorish-style resort immortalized by Bo Derek in the 1979 movie *10* — after the 10-year hiatus. The Mexicans certainly rolled out the red carpet for the racers, culminating in the best awards ceremony in recent memory. After dinner, under a rising full moon, the Ballet Folklorico, a 25-person professional dance troupe from the nearby University of Colima, captivated the crowd with their colorful, hour-long performance. It was a magical evening, a perfect ending to a fantastic week of sailing and camaraderie on the Mexican Riviera.



Class winners, from left — Dennis Conner ('Stars & Stripes'); Richard Mainland ('Paddy Wagon'); Shirley and Max Lynn ('Tranquility').

Though the overly-ambitious Las Hadas Race Week never occurred, the race organizers and a handful of remaining sailors did stage a charity luncheon and quick boat parade for several of the local orphanages the next day. Twenty-two large boxes containing clothes, school supplies and toys were doled out — gifts from the people of Southern California, delivered courtesy of Alaska Airlines.

Given the great race and the warm reception the fleet received in Manzanillo, we were surprised to learn that San Diego YC isn't necessarily planning to build on that momentum and return there in 2006. "We haven' committed to any destination yet," stated SDYC race manager Jeff Johnson. "We want to run the best Mexican race possible, and to that end are considering four locations — Manzanillo, of course, but also Puerto Vallarta, Cabo and Mazatalan."

The following week's MEXORC, held up in Puerto Vallarta, is history now, too — see *Race Sheet* for results. The next opportunity for a quick Mexican fix is the 57th Ensenada Race, coming up fast on April 23. Dick Compton will be there for his remarkable 36th straight time in a row — and with *Alchemy* now firing on all cylinders, another of *Pyewacket*'s course records is in jeopardy.

Thinking farther into the future, the next big Mexican deal is Del Rey YC's Marina del Rey to Puerto Vallarta Race on February 11-18. A month after that, on March 18, Newport Harbor YC is reviving its spring dash to Cabo San Lucas, which traditionally has served as the TransPac warm-up. Both course records are flimsy by modern standards, which should provide a good incentive for the new breed of maxis to show up. It'll be hard for most boats to sail in both events, so something's got to give — but let's not worry about that yet.

Check out *www.sdyc.org* for full results, pictures and race reports from this year's Manzanillo Race.

— **latitude** / *rkm*



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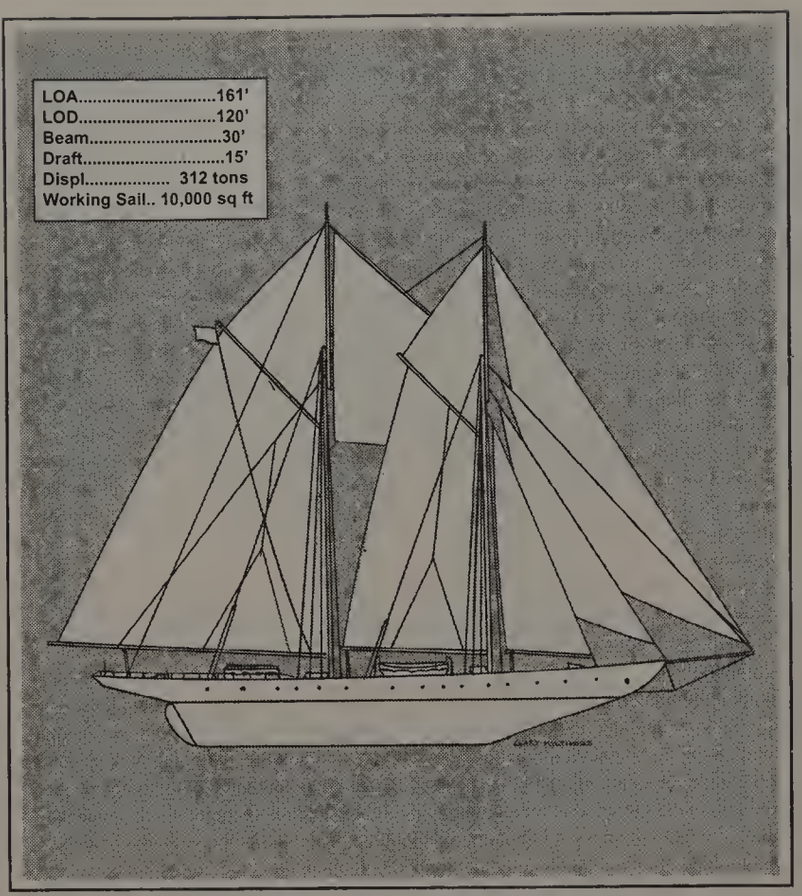
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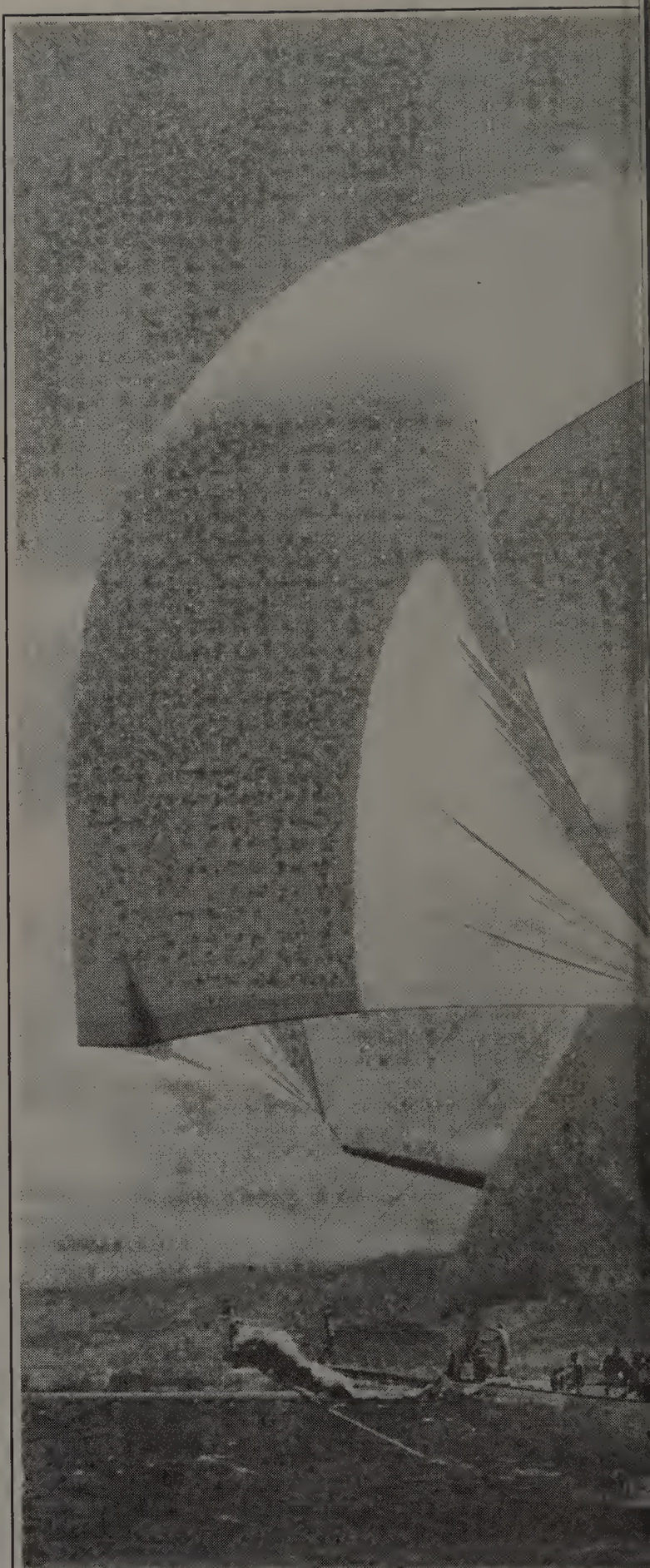
GOODWILL

She was the largest private sailing yacht ever based in California, and possibly the whole West Coast. She was built by an ardent big-game fisherman for world cruising, but gained enduring fame in the only two races in which she ever participated, the '53 and '59 TransPacs. She sailed those Hawaii races with enough crew to man half a dozen smaller boats, spinnaker poles longer than nearly all her competitors, and enough sail area to equip the average clipper ship. Built as a schooner, she finished one of those races as a 'ketch'. She met her end — lost with all hands, including her flambouyant owner — 35 years ago on Baja's Sacramento Reef.

But the legend of *Goodwill* lives on.

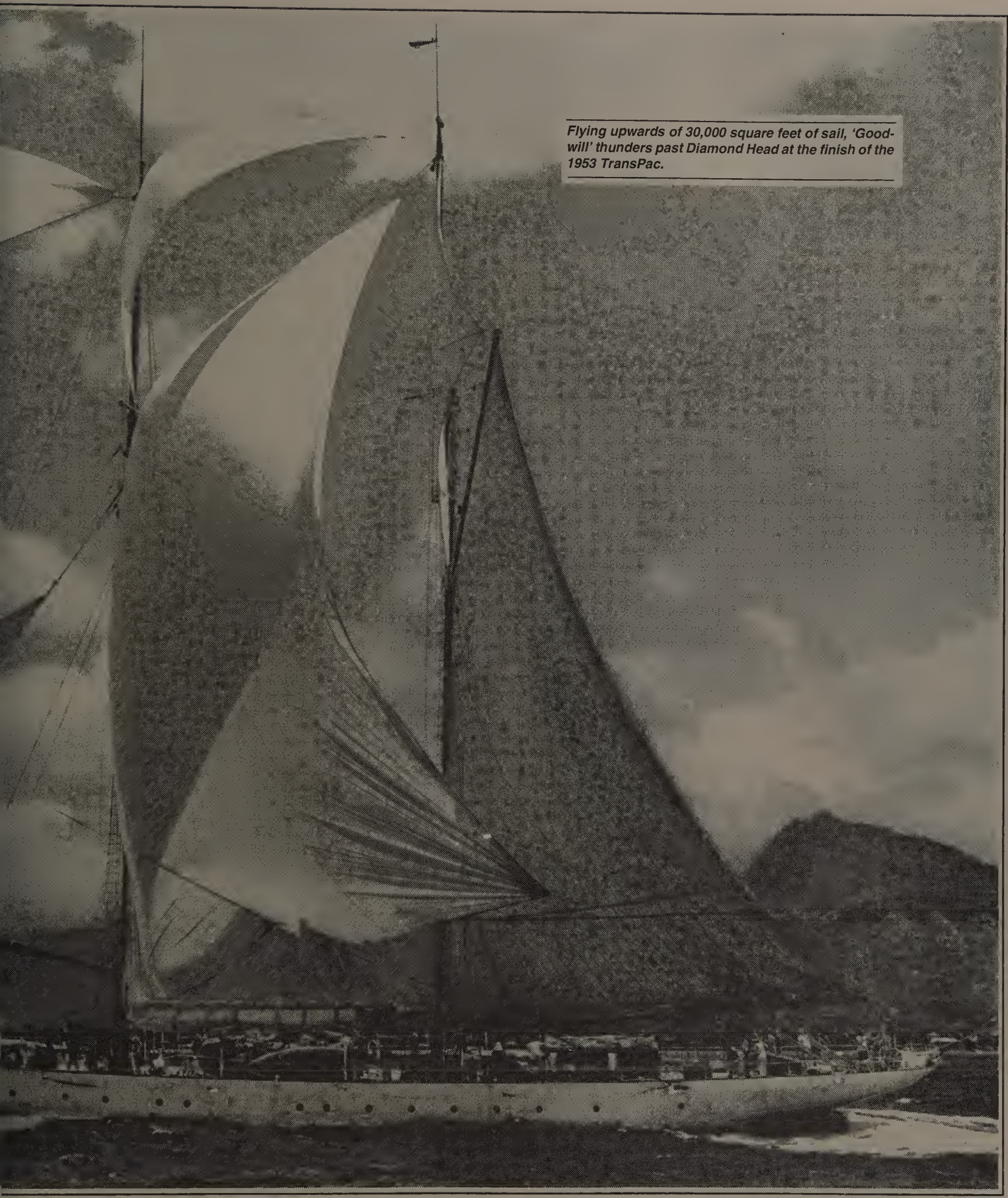
Goodwill was designed by Henry J. Gielow for Pasadena, California's Keith Spalding, heir to the sporting goods empire founded by his father, Albert Goodwill Spalding. Constructed of welded steel to Lloyds' highest rating at Bethlehem Shipbuilding in Wilmington, Delaware, at a cost of $700,000, she was launched in 1922. "A handsome yacht of moderate and graceful sheer," was how *Pacific Motor Boat* magazine described her. And grand by any measure: 120 feet on deck, 161 feet from the tip of her bowsprit to the end of her main boom, 30 feet wide, 15 feet deep and 312 gross tons. Two huge deckhouses contained the captain's cabin and wireless room forward, and the the giant main salon and 'lobby' aft. Below that, the aft 50 feet of the yacht was given over to the owners' and guests' quarters, which consisted of five staterooms, a trunk room, linen closets and other carefully planned spaces. Forward were staterooms for the engineers and stewards, three officers' staterooms a 10-ft mess hall and a forecastle with bunks for 12. Her midsection and aft accommodations featured lots of polished teak and mahogany, set off by elegant furniture and thick rugs.

Deep below, power came from a six-cylinder Nelseco diesel (a smaller version of the type installed in submarines) and enough tankage to power *Goodwill* 3,500 miles at 7.5 knots. The yacht also had her own machine shop, and was one of the



first large boats to feature a refrigeration plant (running, among other things, a walk-in freezer), pressure hot and cold water and central heating and cooling. For recrcation and transportation while at anchor, *Goodwill* had a 25-ft owner's launch, 22-ft steel lifeboat, two smaller launches and two balsa liferafts.

Spalding wasted little time in heading for home, departing



Flying upwards of 30,000 square feet of sail, 'Goodwill' thunders past Diamond Head at the finish of the 1953 TransPac.

New England in October and — after 9,000 miles and a tour of the Caribbean — docking in San Pedro in June, 1923. For the first decade or so, *Goodwill* was berthed at the Craig Shipbuilding Yard in Long Beach. Aside from a few 'official functions' — entertaining officials during the 1932 Los Angeles Olympics, for example — the Spaldings mainly used her for local coastal cruising — and, indirectly, for fishing. Spalding and his wife were both avid members of the Tuna Club and enjoyed the then new-in-California sport of 'big game' fishing. *Goodwill* can't have made a very good fishing platform herself, but she doubtless served as luxurious mother ship as club members zoomed off to do battle in her launches. It also meant the schooner made







Above (l to r) — Closehauled in a seaway; one of the guest suites; sewing up the 'titsail' during the '53 TransPac (Bud Gardner in center). Below, at the start of the '59 Transpac — the spinnaker poles sported barber-pole stripes this time around. Top right, tacking the ballooner through the outer headstays required this aerial act. Below right, end of the road: Sacramento Reef, Baja, May 1969.

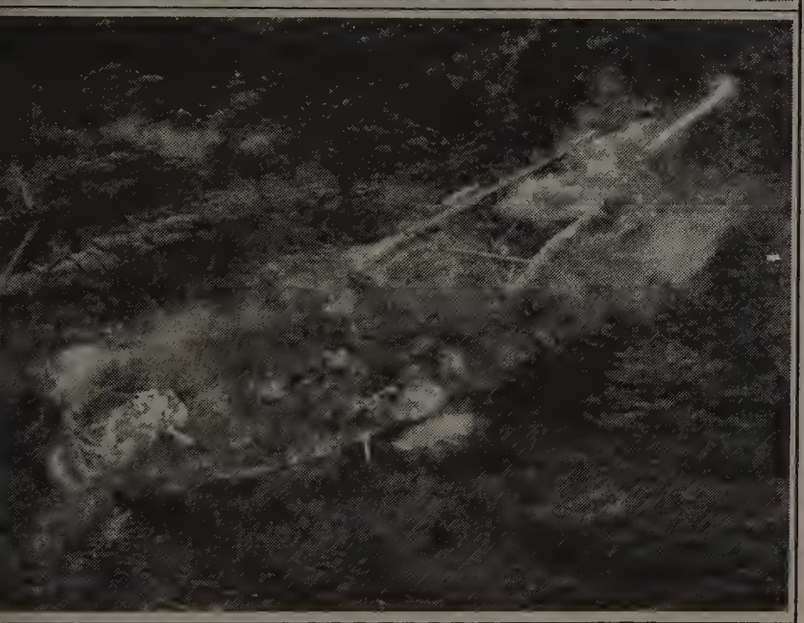


frequent trips to Avalon, where the Club was headquartered and where the Spaldings kept a summer house. In those years, *Goodwill* cruised with a compliment of 10 to 17 crew and accommodated 15 guests in regal splendor. It was said the Spaldings spent $55,000 a year to maintain her in perfect condition.

Goodwill made her first and perhaps only trip to San Francisco under the Spalding's ownership in the early '30s — and for the strangest of reasons. As one of the first large craft built with welded, rather than riveted, steel plate, she acted as a calling card for Bethlehem Shipbuilding (which had acquired the patents for the welding processes from Germany after they lost World War I). When Joseph Strauss was putting together the design of the Golden Gate Bridge, Bethlehem tried to pursuade him to weld the bridge rather than rivet it by, among other tactics, bringing *Goodwill* north and anchoring her off the Cityfront for his perusal. Strauss, it was reported, would not even go look at her.

At the outbreak of World War II, the Spalding family — like many other big boat owners — 'leased' the big schooner to the Navy for $1. The previously well-maintained yacht was inducted into the 'Hooligan Navy' with a shave and haircut consisting of the removal of her topmasts, repowering with a 350-horsepower Winton reversible diesel, and the coating of almost every surface above and below decks in Navy gray paint. By the time the war was over, Mr. and Mrs. Spalding had both died. When the





Navy arranged to return *Goodwill*, the family politely declined.

They were 'fairly compensated' and *Goodwill* was buttoned up with the rest of the mothball fleet in Suisun Bay for a time. A few years later, she was sold to Morgan Adams, Jr. for $7,500. He returned her to Southern California and had some work done, but after a few years realized he was in over his head. In 1950, he sold her for a reported $20,000 to a syndicate out of Newport Beach who planned to fix her up and anchor her in Acapulco as a floating hotel and (somé say) casino. This worked out great for the few weeks it took Mexican hotel owners to realize what the *gringos* were doing. Once ousted from Acapulco, the big yacht returned to Newport and, in 1951, one of the members of that syndicate, Ralph Larrabee, bought out his partners and became *Goodwill*'s sole and final owner.

Larrabee was a wealthy industrialist. Originally from Wisconsin, he had moved to California before World War II and opened up a gas station and machine shop in Huntington Park. As contracts came in during the war from, among others, Douglas Aircraft in Santa Monica, he eventually closed up the service station to concentrate on the machine shop, L&F Industries. After the war, so the story is told, Larrabee started buying up all the giant lathes and mills from other machine shops around the country for pennies on the dollar. When someone asked him why, his reply is said to have been, "Because there's bound to be another war."

The Korean conflict proved him right. Not long after it broke out in 1950, Larrabee, then in his early 50s, became a rich man. He had also cultivated a circle of rich, brilliant and influential sailing buddies over at Douglas Aircraft, including Don Douglas, Jr. (son of the founder), Bill Gardner and John Hurndall.

This was the group gathered in the saloon of *Goodwill* in Cabo San Lucas in the winter of 1952 when talk turned to the following year's TransPac. It was decided to enter the big schooner, with the sole aim of setting a new trans-Pacific sailing record.

Work to transform *Goodwill* from a luxury yacht to a racing machine began in the spring of '53. Her rig was beefed up with an extra spreader on the foremast to take the loads of the new 5,000-square-foot ballooner jib, and 3.5-ounce, 10,000 square-foot spinnaker. To tame the latter, two spinnaker poles were designed by Douglas engineers and built at L&F Industries of monocoque construction, incorporating hydropress frames and half-section stringers covered by a stressed aluminum skin — the same way Douglas was building the DC-7 airliner. Each hollow aluminum pole was 72 feet long, more than two feet in diameter at its widest point and weighed 1,200 pounds. Rounding out the new sail inventory was a 6,200-square-foot gollywobbler. If *Goodwill* didn't beat the Hawaii record, it wasn't going to be for lack of horsepower.

Goodwill had no hope of winning the 2,200-mile Hawaii classic on corrected time. In fact, she was the first yacht ever assigned a negative rating, meaning she had to *add* more than 7 hours to her elapsed time. (This would not occur again until the 1970s.) Larrabee was going for the record, which was 10 days, 10 hours, set by Richard Rheem's 98-ft schooner *Morning Star* in 1949. (Rheem was also going for a new record by converting *Morning Star* to a ketch for the '53 race.)

Like everything else about *Goodwill*, the crew assembled for this assault was a big one — 47 guys, including a radio operator, photographer, two CBS radio announcers who radioed daily updates back to the mainland, a welder, and a Mexican cook with seven assistant stewards! Larrabee shared the afterguard with sailing master Walt Elliott, navigator Hurndall and radio operator Mort Miller. Don Douglas was captain of the starboard watch and Don Edler skippered the port watch.

As the event drew near, there was much discussion in the waterfront bars and yacht clubs about *Goodwill*'s chances. Some were predicting the hoped-for record run, while others thought the big boat wouldn't be able to get out of her own way, much less that of the 33 other entries. To the surprise of most, *Goodwill* got a good start in the light breeze that July 4, and reeled off 200 miles a day for the first four days, amassing a big lead over the second-place *Morning Star*.

As soon as the big schooner got into the trades and spread her downwind sailplan, it became apparent that the fore-topsail (the triangular sail above the gaff) wasn't contributing much, so they tried rigging it upside down between the tops of the two masts (with the luff at the top). That worked great, but would

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work better if there was more of it. So out came the rolls of nylon, tape measures, scissors and sewing machine — and onboard sailmaker Saint Cicero set a crew to work *making* a new sail in the main saloon. Technically a fisherman topsail, it was officially dubbed the 'titsail' by Don Douglas.

Light winds in the middle of the race denied *Goodwill* her elapsed time record. But the spectacle she presented crossing the finish line first on July 15 was a sight to behold. The first yacht to finish the TransPac during daylight since 1941, *Goodwill* careened down the Molokai Channel shortly after 11 a.m. in a stiff tradewind, flying upwards of 30,000 square feet of sail and doing 14 knots or better. Not even the powerboats could keep up. No one who saw it would ever forget it.

At first resistant to the idea of going again — and thereby missing the windy '55 TransPac in which *Morning Star* set another new elapsed time record — Larrabee was eventually convinced by his wily engineer friends to enter the 1959 TransPac, this time with 52 crew and even more outlandish gear.

As with '53, each watch was again divided up into three squads of eight — one forward, one amidships and one aft. This was deemed necessary since her rigging was so complicated that only a few people on board "knew what everything did," and the crew would do better if they were confined to sailing only a specific part of the boat. While it worked well enough on the crossing, the arrangement led to several conversations in Honolulu bars after the race similar to this overheard one:

"I just came over in TransPac."

"Me too. What boat did you come down on?"

"*Goodwill* . . . ."

"The hell you say — so did I!"

Safety was on everyone's mind in '59, especially the spectre of losing a man overboard. *Goodwill* took a long time to depower and turn around, especially with the spinnaker up. So another Douglas engineer came up with the novel idea of installing explosive pins into various gear which could be fired electrically from the helm. Intended mainly to streamline emergency procedures in case of man overboard, the system was supposed to operate like this: First, a liferaft with 1,000 feet of stout rope would be fired like a depth charge over the stern. Next, the tack of the spinnaker would be blown free of the end of the spinnaker pole, and the sail either cut adrift or hauled aboard. As all of this was going on, another device would fire an aircraft drogue parachute underwater to slow the boat down. Thankfully, no one fell off during the race, but the exploding end fittings on the poles were used to good effect during the race when lines jumped sheaves and got jammed.

With the gee-whiz meter pegged before she even started, it's hard to imagine even more dramatic news would reach the race committee during the race. On July 9, five days out, *Goodwill*'s main topmast snapped off during a tack. Rigging caught it from hitting the deck, which was fortunate because the 30-ft, two-ton spar would doubtless have kept on going right through the bottom of the boat. However, the danger of just that fate hung over the crew for hours. Like a giant sword of Damocles, the broken spar, suspended 100 feet above the deck, would swing out to leeward with the boat's roll, then crash back into the rigging with a horrific blow, sending shudders through the boat and doubtless every heart on board. In one an amazing display of seamanship — and years before the debut of comic hero *Spiderman* — crewmen Len Smith and Terry Purden went aloft and eventually captured the flailing spar in a 'spider web' of lines, binding it to the rig until it could be lowered onto the deck about 10:30 that evening.

The accident cost Larrabee another record, but accorded him a claim forever unique in the annals of TransPac. "We started as a schooner but finished as a ketch," he said after the race. But it was hardly over. The crew, determined to keep up the fight for first to finish, worked through the night cutting and stitching up modified sails. By the next morning, *Goodwill* was again boiling along before the Trades, and was able to overtake *Chubasco* in the last days to again finish first, though a full day behind *Morning Star*'s new record.

That was *Goodwill*'s last race, although she made several more trips to Hawaii. It was also the last of what you might call the 'old guard' TransPacs. The '60s ushered in the era of more modern yachts the likes of *Windward Passage, Stormvogel* and *Blackfin*. The old traditional wooden walled schooners would never be competitive again.

Goodwill started to go downhill in the '60s, along with her owner. According to most accounts, Larrabee's drinking became nearly as legendary as his schooner. He also became more erascible than ever. Never wanting to pay for moorage in Newport, for example, he was eventually informed that he was no longer welcome in the harbor, except as a port of refuge. It probably didn't help that one time he sailed *Goodwill* down the entrance and all the way up the harbor under full sail, scattering weekenders, infuriating the harbor patrol and taking the breath away from everyone who saw it. Or the time(s) he'd pull into the fuel dock on an ebbing tide and get stuck there, blocking business for a whole tide cycle. Or the time he grounded *Goodwill* right in front of the Pavilion and she lay there on her side like a beached whale until the next high tide. (Spalding was also infamous for hitting things, once taking out a barber shop in Tahiti with the bowsprit. *Goodwill*'s most infamous 'hit' occurred one night in 1961 when she ran down a fishing boat off San Diego, killing one of the crew. She was later absolved of blame because the fishing boat was running without lights.)

Larrabee also had a running battle with the IRS, who refused to let him deduct *Goodwill* as a 'business expense' of L&F Industries. This combination of factors led to *Goodwill* becoming largely a boat without a home port. She'd spend her summers anchored off Catalina's Casino Point, her winters in Baja (usually Cabo) and the spring and early fall wherever Larrabee could fit her between Newport and San Diego. During these down times, he would often take 'charterers' aboard — folks who were willing to pay just to spend a few days aboard the big schooner at anchor. And mischief was often afoot. Once, when the boat ran out of fresh water at Catalina, an enterprising guest rowed ashore, bought or stole every garden hose he could find, hooked them all together and rowed 100 yards back out to the boat. During the night, *Goodwill* drained the city of Avalon of nearly their entire supply of fresh water.

The same Ralph Larrabee could also be a friendly, engaging host. This Ralph Larrabee, before heading to Mexico, would often load *Goodwill* down with books, magazines, clothing, building supplies and sporting goods. He reportedly supplied all the roofing materials and carpet for a Catholic church in Zihuataneo, and school supplies elsewhere. This Ralph Larrabee loved children and liked to have them aboard.

As the '60s wound down, *Goodwill* was looking worse and worse and no one was taking Larrabee up on his asking price of $250,000 for the yacht. (Well, apparently a group of hippies did, but he repossessed her when they didn't pay.) Quite a reversal of fortune from a survey in her prime which valued her at $1.5 million. By 1968, a survey showed her 3/4-inch thick hull to be riddled with thousands of tiny electrolysis holes and her rig — rarely used anymore — in need of major repairs.

Although she motored more and more, there were still a few sailing thrills left to be had. During a passage from Hawaii to San Francisco in 1968, Dave Archer recalls the ride from the



Above, working one of the schooner's giant poles. Inset, 'schooner row' off Lido Isle in Newport Beach in the '40s. 'Goodwill' is second from top. Top left, 'Goodwill' in San Francisco Bay during the War — part of her mission was to sail back and forth off the coast for a month at a time listening for submarine engines. Top right, Ralph Larrabee. Mrs. Larrabee eventually tired of the boating life and stayed ashore.

tip of the bowsprit as the big boat cleaved through the blue Pacific swells. "At the tip of the bowsprit was a small pulpit just big enough for a single person to stand, and it was always the favorite place to be," he recalls. "People made fun of Leonardo DiCaprio as Jack on the bow of the *Titanic*, but that was how we felt out there, like kings of the world. Leaning out from the tip of the bowsprit into that hip-hugging rail was simply to fly. Then, even better than Jack, down, down, skimming so close to the water that sometimes the sea poured over your feet and you were eye to eye with the dolphins. I've never felt more alive."

Goodwill departed Cabo San Lucas for the last time on May 21, 1969, with eight — possibly nine — mostly inexperienced souls aboard. In addition to Larrabee, then 68, they were Jerry Comstock, 49, Patricia Nienhauser, 45, Tim Smith, 15, Carrie Grehbel, 16, and Ed Henderson, Bernard Stark and Walter Zeiss, ages unknown. The ninth was a Mexican national, probably a cook, whose name was not known.

Conspicuously absent was *Goodwill*'s respected master, Captain Constantin Flink. A veteran seaman with an anything-anywhere unlimited license, Flink was *Goodwill*'s master from shortly after the 1953 TransPac until 1968.

Goodwill was due in Ensenada on May 27. On the 25th, Bernard Stark phoned his wife by radiotelephone when the boat was just north of Cedros. He arrange for her to meet the boat upon arrival two days later in Ensenada. When *Goodwill* did not arrive on the 27th, or the 28th, she figured they had been delayed by weather or breakdowns and returned home to San Clemente. When she didn't hear anything by month's end, she



Above, not your typical TransPac crew shot. Different colored uniforms in '59 indicated port watch (red), starboard watch (green), afterguard (white) and non-watch standers, such as cooks and stewards (blue). Below, 'Goodwill' from the 'king of the world' seat.



phoned the Coast Guard and reported *Goodwill* overdue.

By then, the once splendid schooner had been dead nearly a week, along with her entire crew. A Coast Guard plane found her remains in shallow water on the south edge of Baja's Sacramento Reef. Former crewmen and the then-president of L&F Industries were flown out to confirm her identity — and the fact that all her boats were still strapped on deck. Only two bodies — those of Smith and Comstock — were ever recovered, although another body was found a month later in Scammon's Lagoon, and two others were said to have been discovered and buried by Mexican fishermen. Larrabee's body was never found.

Goodwill's end was the subject of almost as much barside speculation as her life. For years on the waterfronts of Southern California, conspiracy theorists imagined pirate attacks, a secret safe full of gold, and even a deliberate act by Larrabee, whose run-ins with the IRS by that time were almost mythical. In the latter scenario, Larrabee lived out his days in a sumptuous mountain retreat in Baja, far from the taxman.

In 1976, *Pacific Skipper* magazine and the *Orange County Daily Pilot* both ran multi-part articles by Lindsay Parsons on what — as far as anyone will ever know — might really have happened to *Goodwill* that night. His conclusion: probably navigational error. Larrabee was known to plot courses from A to B without paying much attention to what was in between. Plus the big schooner's depth sounder had stopped working in Cabo, and he probably failed to take into account the shoreward set of the current in the area. Sacramento Reef was named for the paddlewheel steamer whose captain made similar errors.

Interpolating from her last known position — north of Cedros when the phone call was made on the 25th — she hit the reef later that night. It was windy and foggy then, with a big sea running. And the beacon at the San Geronimo Island lighthouse a few miles to the north was not operating.

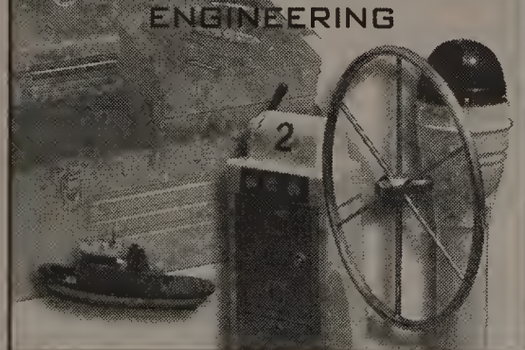
Then there was the watch system. From *Goodwill*'s wheel, you could not see directly ahead — the aft house was in the way. So underway, she always ran with a forward lookout, someone tending helm, and someone in the engine room. The latter was there in case they needed to slow down or stop. To reverse the giant Winton diesel, it had to be shut down, a lever thrown, and the engine restarted in reverse. In the best of times, this process could take 20 minutes and hundreds of yards to stop the big boat.

L&F Industries contracted for salvage divers to recover what they could. A safe *was* brought up, but Mexican helpers absconded with it in their *panga* before it was opened (so maybe *they're* the ones living the high life at the mountain retreat). A builders' plaque was also recovered and presented to Larrabee's widow. The sea made quick work of the rest. There is little if anything left of the wreck today.

Goodwill still appears now and then, in an old photo, a TransPac footnote, an occasional article, and in the memories of a dwindling fraternity of old men who sailed her. In those places, she sails on, bigger than life, a slice of West Coast yachting history the likes of which will never be seen again.

— latitude/*jr, with special thanks to Marcus de Cheverieux and the Newport Harbor Nautical Museum (www.nhnm.org).*

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BIG DADDY REGATTA

If it ain't broke don't fix it — and Richmond YC's traditional spring fling, the Big Daddy Regatta, continues to be one of the most popular and fun events on the Bay Area's sailing schedule. Now in its 22nd year, the Big Daddy's mantra ("Let's get serious about having fun!") and user-friendly format (buoy racing on Saturday, a theme party Saturday night, and a pursuit race on Sunday) haven't changed much since the late Bob Klein, the regatta's beloved namesake, and Gary Clifford dreamed up the winning formula over two decades ago.

The latest Big Daddy, held in gorgeous weather on March 13-14, was another epic production, both on and off the water. A total of 107 boats (all rating 168 or faster) in 12 classes enjoyed winds up to 20 knots for Saturday's buoy racing, with smaller boats sailing on the Southampton Shoals course and bigger ones on the Olympic Circle. Kers Clausen and his Etchells buddies ran the Southampton course, while John Amen and his fellow El Toro sailors oversaw the OC course.

Class winners of Saturday's buoy racing were *Astra* (Farr 40, Mary Coleman), *Swiftsure* (Schumacher 54, Sy Kleinman), *Expeditious* (Express 37, Bartz Schneider), *Tiburon* (J/105, Steve Stroub), *Max* (Antrim 27, Bryan Wade), *Razzberries* (Olson 34, Bruce and Lina Nesbit), *Dance Away* (Santana 35, Doug Storkovich), *Mr. McGregor* (Wylie Wabbit, Kim Desenberg), *Light'N Up* (Express 27, Gary Clifford), *Ixxis* (Olson 911-S, Ed Durbin), *Silkye* (WylieCat 30, John Skinner) and *El Gavilan* (Hawkfarm, Jocelyn Nash).

The relatively heavy air blew the mast out of a Catalina 27 that was cruising through the Southampton course. It also blew the winter cobwebs off the Big Daddy fleet, contributing to at least two fender-benders — the Wylie 39 *Flashgirl*, on starboard, and the Tripp 40 *Magic*, on port, tangled rigs in a muffed crossing situation and ripped each other's jumpers out. "Commodore (Tompkins) was actually quite jovial about it," claimed his wife Nancy. "He was basically thrilled our rig didn't come down!"

Another strange encounter involved the Express 34 *Marrakesh*, which snagged the starting line buoy, then banged around into the appropriately-named Olson 30 *Voodoo Child*. The otherwise minor collision was exacerbated when *Marrakesh's* bow somehow hooked *Voodoo Child's* spinnaker halyard and pulled the attached chute out of the companionway. The spinnaker was soon shredded, and the Olson 30 was momentarily dragged sideways by its masthead. "Ho ho, it was quite a sight," noted *Razzberries* skipper — and class winner — Bruce Nesbit. "You just don't see something like that everyday!"

The ensuing Saturday night party involved a voodoo theme ("Big Bad Voodoo Daddy") and the usual copious amounts of adult beverages, including lots of VooDoo Rum donated by Three-D Spirits, the boutique Petaluma rum distill-



WWW.RICHMONDYC.ORG

Top, valet parking at Sunday's Pursuit Race finish. Below, the creative race notice ("Maybe your slow boat is a victim of . . . Voodoo").

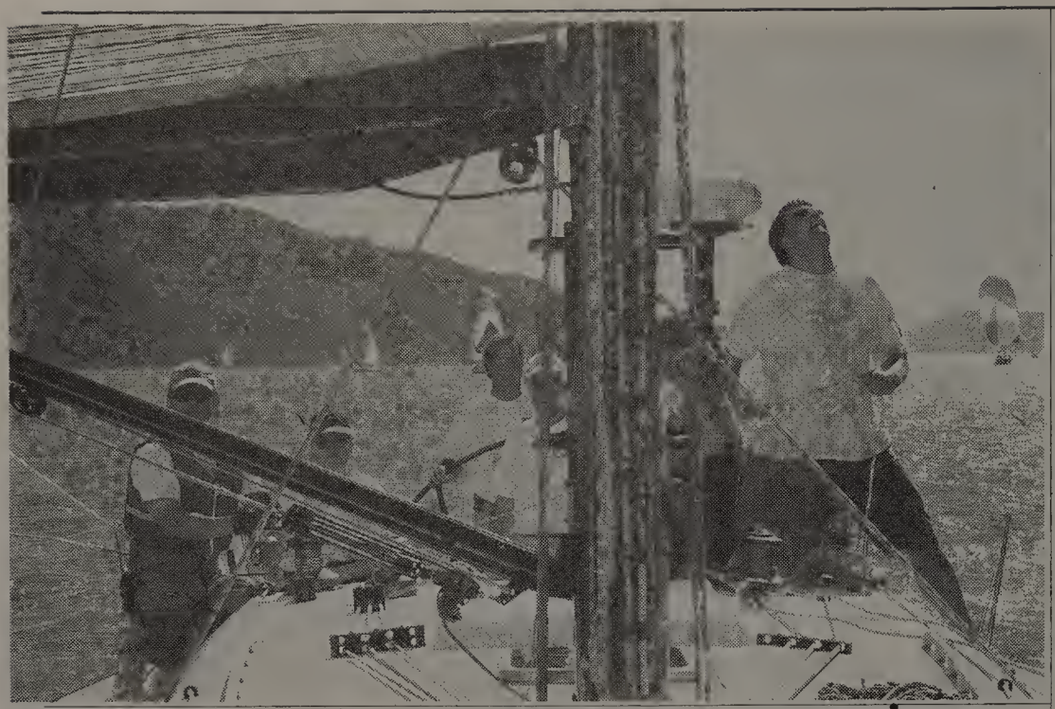
— DEJA VOODOO ALL OVER AGAIN



More Big Daddy outtakes, clockwise from upper right — Vern Neff, left, and Jim Gregory, skipper of 'Morpheus', discuss sail trim; 'Petard' ghosts by an unimpressed audience; the two fastest boats on Sunday: Pat Nolan's Farr 40 'Javelin', and RYC's yellow RIB, with Bruce Bradfute at the wheel.

ery that J/105 sailor Bruce Stone (*Arbitrage*) has a stake in. A lot of food was consumed, too — including a 125-pound roasted pig, an additional 120 pounds of pork shoulder, 35 chickens, 120 pounds of potatoes, 70 pounds of beans, 15 big bags of lettuce and who knows what else. "My car springs almost collapsed during the CostCo run," claimed Torben Bentsen, one of more than 60 volunteers who toiled behind the scenes.

After dinner, the crowd danced in artificial fog to the R&B music of the Midnite Band, fueled by VooDoo rum and Cokes doled out by 'voodoo queens'. Cindy Sletto masterminded the voodoo theme, complete with voodoo dolls, crocodiles, talismans, the fog machine





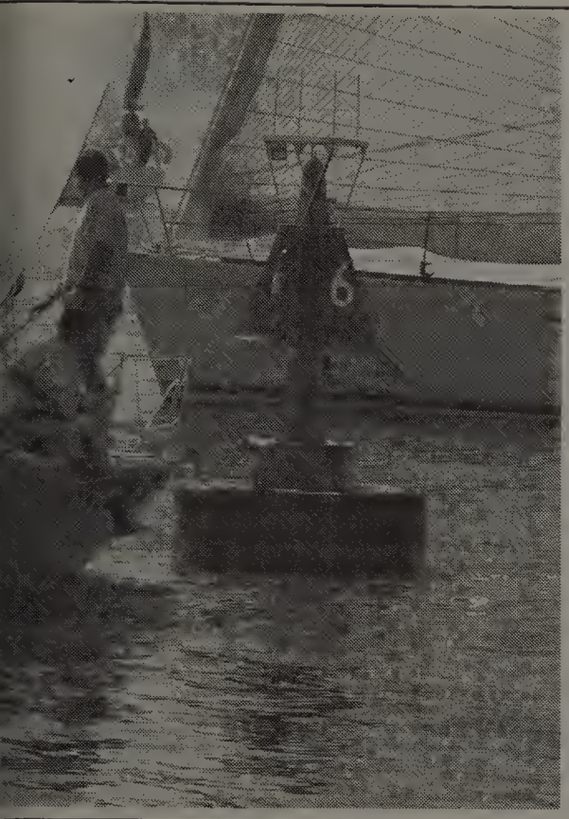
Scenes from the Pursuit Race, clockwise from above — On board the beautiful Schumacher 50 'Morpheus'; the Mumm 30 'Sand Dollar' wiggles through the finish line; the high-tech and very cool Sierra 26; start of the Farr 40 class; 'Shenanigans' on final approach; and a WylieCat 30 and 'Think Fast; creep to the finish line. All photos 'Latitude'/rob unless otherwise noted.

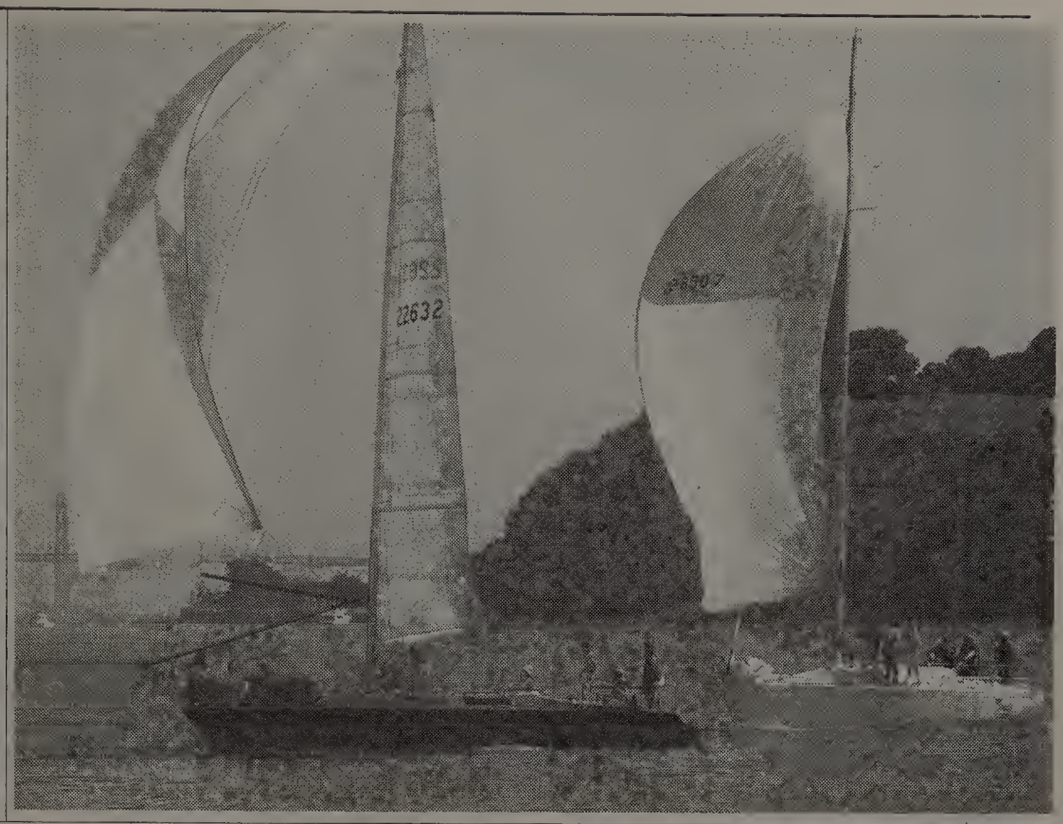


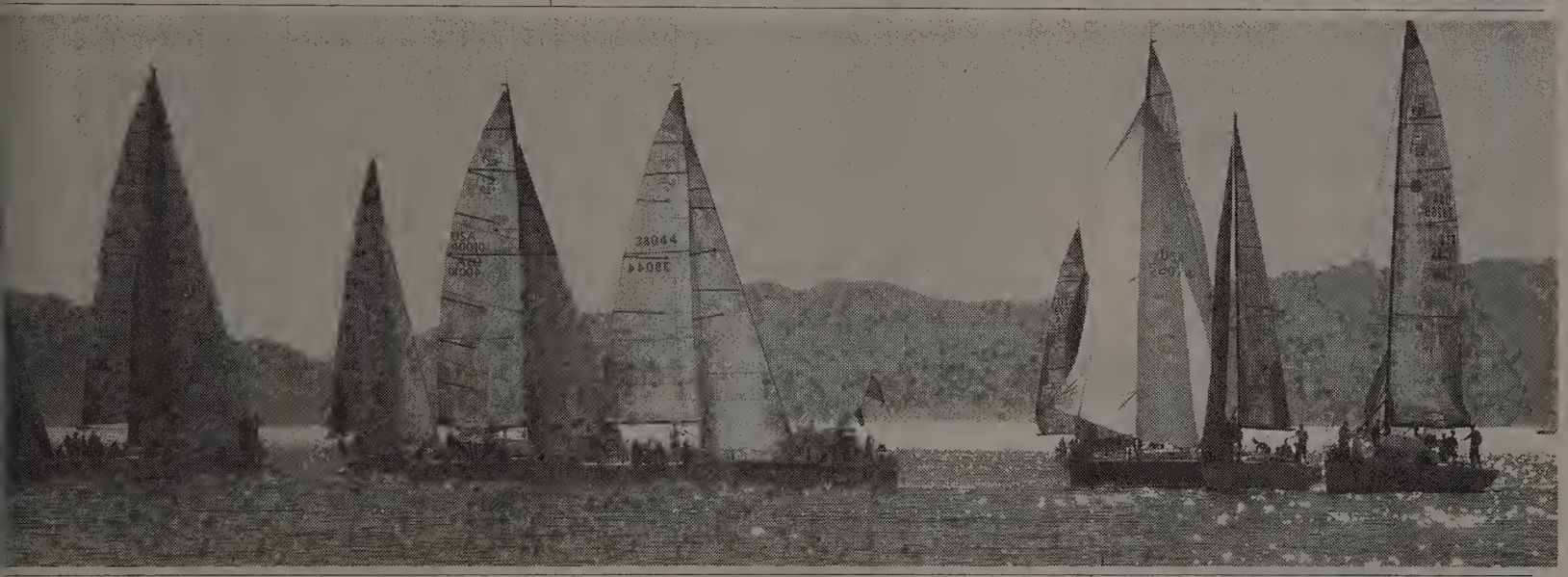






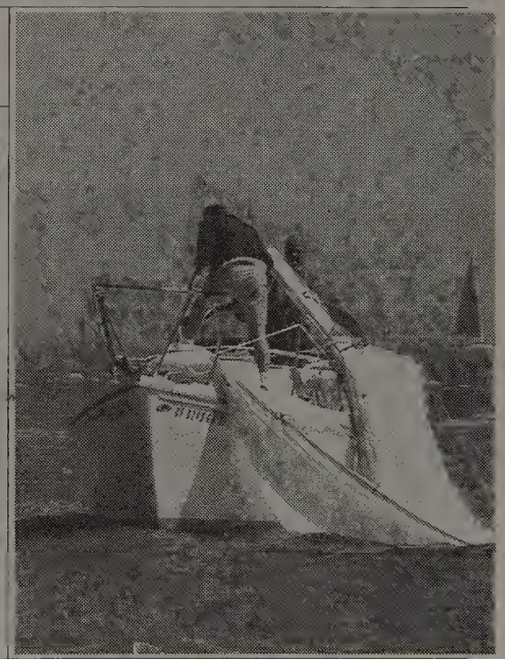






Clockwise from upper right — 'Flashgirl', sporting two spinny poles, trades jibes with 'Shaddy Daddy'; Farr 40s descend on the finish boat, Kers Clausen's 28-foot powerboat 'Traf'Lo' (spell it backwards!); a bonus shot of Saturday's Catalina 27 dismasting; another gorgeous blue Schumacher creation, the 46-foot 'Surprise'.





BIG DADDY REGATTA

and more. The sailors, we're told, were "spellbound" and packed the dance floor until the last set.

Sunday's just-for-fun pursuit race — an either-way circumnavigation of Alcatraz and Angel islands — was a real mind-bender this year. Almost the entire 110-boat fleet sailed this 'Two Island Fiasco' in a clockwise direction this year, drifting down-current on the ebb to the building westerly. With little wind at the start, the conditions favored the bigger boats, such as the six Farr 40s. Two of them, Pat Nolan's *Javelin* and Rob Weed's *Wired*, soon romped to the head of the pack, trading the lead several times in the process.

Upon exiting Raccoon Strait, *Javelin* busted the game-winning move, aiming left up towards Red Rock while *Wired* went off to the right and parked. *Javelin* romped to the finish line, recording their first big win for Nolan, a relatively new Farr 40 owner, and his merry pranksters (tactician Norman Davant, Glenn Hansen, Ted Wilson, James Tung, Hugh Loveless, Hunt Conrad, Billy Brandt and Joe McCoy).

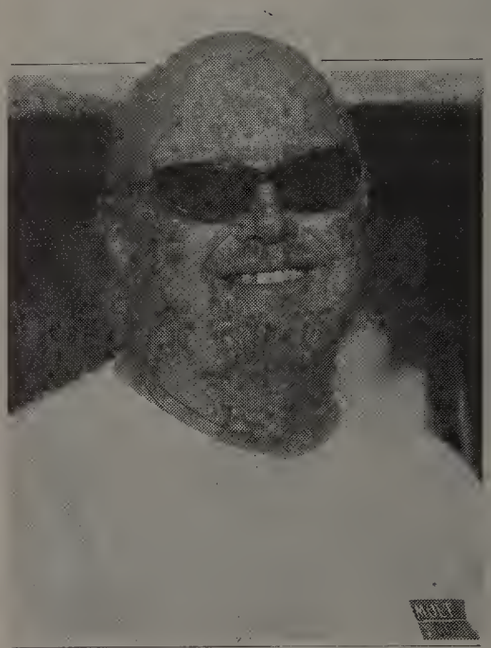
"Sunday was all kinds of fun," reported Nolan, the new co-owner of Sail California. "It made up for Saturday, when we went out with old sails and weren't prepared for all the wind. Three-quarters of the way up the first beat, our jib exploded — which ended our day prematurely. We went back to RYC and consoled ourselves on *Grand Slam* (Nolan's tender, a 48-foot sportfisher). We got a big head start on the evening party — I think we 'won' that, too!"

Top finishers of the entertaining weekend follow. See *www.richmondyc.org* for full results.

— latitude / *rkm*

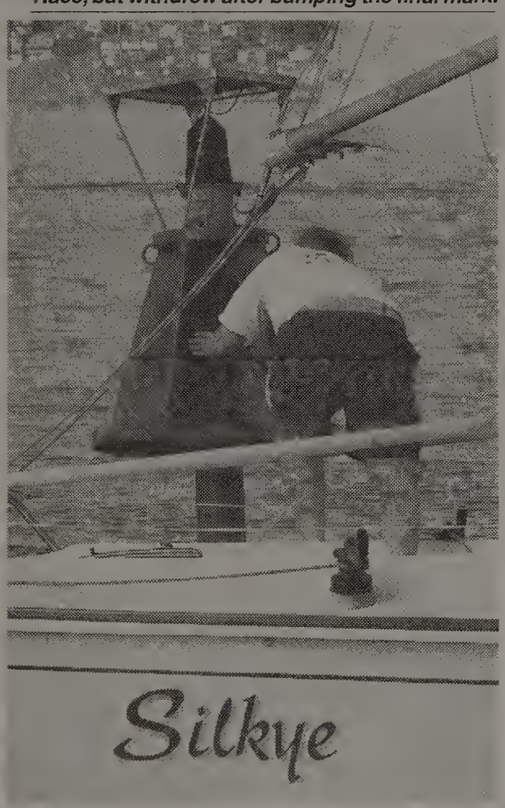


Collector's item — The Governator graced this year's Big Daddy T-shirt. Does any club consistently come up with cooler regatta shirts?



Clean sweep — Well, almost. Pat Nolan and his 'Javelin' crew won the Pursuit Race and the party, but were shut out in the buoy racing.

Top non-finisher — WylieCat 30 champ John Skinner would have been 10th in the Pursuit Race, but withdrew after bumping the final mark.



OLYMPIC CIRCLE COURSE (2 races):

FARR 40 — 1) **Astra**, Mary Coleman/Will Paxton, 6 points; 2) **Slingshot**, Chuck Parrish/Peter Isler, 7; 3) **Wired**, Rob Weed/Pete McCormick, 7. (6 boats; 3 races)

PHRF-I (-30 to 71) — 1) **Swiftsure**, Schumacher 54, Sy Kleinman/Steve Taft, 4 points; 2) **Bustin' Loose**, Sydney 38, Jeff Pulford, 4; 3) **Desdemona**, J/120, John & Greta Wimer, 4; 4) **Oui B 5**, J/120, John Sylvia, 8; 5) **Bodacious**, Farr One Ton, John Clauser/Bobbi Tosse, 11; 6) **Tout Suite**, Beneteau 40.7, Tim Merrill, 12; 7) **White Fang**, Beneteau 40.7, Mark Howe, 17; 8) **Sand Dollar**, Mumm 30, Erich Bauer, 18. (15 boats)

PHRF-II (72 raters) — 1) **Expeditious**, Express 37, Bartz Schneider, 2 points; 2) **Kiri**, J/35, Bob George, 4; 3) **Mistral**, Beneteau 36.7, 6; 4) **Oni**, Beneteau 36.7, Peter Krueger, 8; 5) **Summer & Smoke**, Beneteau 36.7, Rob Orr, 10. (9 boats)

J/105 — 1) **Tiburon**, Steve Stroub, 3 points; 2) **Advantage 3**, Pat & Will Benedict, 5; 3) **Walloping Swede**, Lane/Kassberg, 7; 4) **Baldeagles**, Dave Liggett, 8; 5) **Orion**, Gary Kneeland, 10; 6) **Hazardous Waste**, Dana Sack, 12; 7) **Juxtapose**, Poler/Weitzman, 13. (12 boats)

PHRF-III (73-93) — 1) **Max**, Antrim 27, Bryan Wade, 2 points; 2) **Abracadabra 3**, Melges 24, Surtees/Montoya, 4; 3) **Always Friday**, Antrim 27, John Liebenberg, 6. (5 boats)

PHRF-IV (99 raters) — 1) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 3 points; 2) **Two Scoops**, Express 34, Chris Longaker, 5; 3) **Rocinante**, Express 34, Cris Sena, 8; 4) **Marrakesh**, Express 34, Craig Perez, 9; 5) **Corsair**, Olson 30, Don Newman, 9. (10 boats)

SOUTHAMPTON COURSE (3 races):

PHRF-V (94-125) — 1) **Dance Away**, Santana 35, Doug Storkovich, 3 points; 2) **Harp**, Catalina 38, Mike Mannix, 6; 3) **Flexi Flyer**, Soverel 33, Mitch Wells, 9. (5 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 4 points; 2) **Crash Test Bunny**, Eric Menzel Urias, 12; 3) **Kwazy**, Colin Moore, 13; 4) **Haretic**, Jerry Keefe, 15; 5) **Yellow Submarine**, Greg Byrne, 24; 6) **Furrari**, Pete & Angie Rowland, 20; 7) **Jack**, Bill & Melinda Erkelens, 20. (12 boats)

PHRF-VI (126-140 ULDB) — 1) **Light'N Up**, Express 27, Gary Clifford, 3 points; 2) **Expressway**, Express 27, Ross Groelz, 7; 3) **Shenanigans**, Express 27, Bill Moore, 9. (6 boats)

SAN FRANCISCO 30-FOOTERS — 1) **Ixxis**, Olson 911-S, Ed Durbin, 3 points; 2) **Tortuga**, Santana 30/30, Steve Hutchison, 6; 3) **Redux**, Olson 911-S, Nick Barnhill, 13; 4) **Take Off**, Laser 38, Joan Byrne, 15; 5) **Jeannette**, Tartan Ten, Henry King, 16; 6) **Jane Doe**, Olson 011-SE, Bob Izmirian, 16. (11 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner, 4 points; 2) **Buster**, Jonathan Livingston, 8; 3) **Triumph**, Jake Cartwright, 8. (6 boats)

PHRF-VII 9141-168) — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash, 4 points; 2) **Wildfire**, Moore 24, Howard Ruderman, 5; 3) **Vivace**, Olson 25, Larry Nelson, 10; 4) **Hamburger Haus**, Olson 25, Jens Jensen, 11. (9 boats)

PURSUIT RACE (Sunday, March 14):

1) **Javelin**, Farr 40, Pat Nolan; 2) **Astra**, Farr 40, Mary Coleman; 3) **Sensation**, 1D-35, Mark Witty; 4) **Mistral**, Beneteau 36.7, Andrew Costello; 5) **Kodiak**, Sierra 26, Kim Desenberg; 6) **El Gavilan**, Hawkfarm, Jocelyn Nash; 7) **Walloping Swede**, J/105, Kassberg/Lane; 8) **Expeditious**, Express 37, Bartz Schneider; 9) **Tout Suite**, Beneteau 40.7, Tim Merrill; 10) **Gone Too Farr**, Farr 40, Dave Carrel. (110 starters; 88 finishers)

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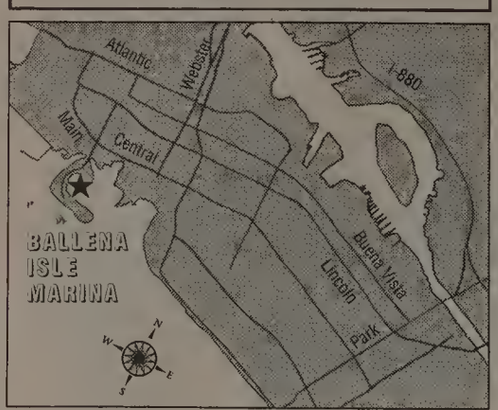


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PACIFIC PUDDLE JUMP, PT. 1

For diehard sailors like us, few things resemble torture more than when we find ourselves standing on a dock waving good-bye to someone who's sailing off over the horizon on an open-ended cruise — especially when they're bound for Tahiti.

Yet that's exactly what we've done for the past seven years, ever since we began the tradition of acknowledging the annual migration of cruisers from Mexico to the Marquesas, a phenomenon which we dubbed the Pacific Puddle Jump. In early spring every year we throw a little



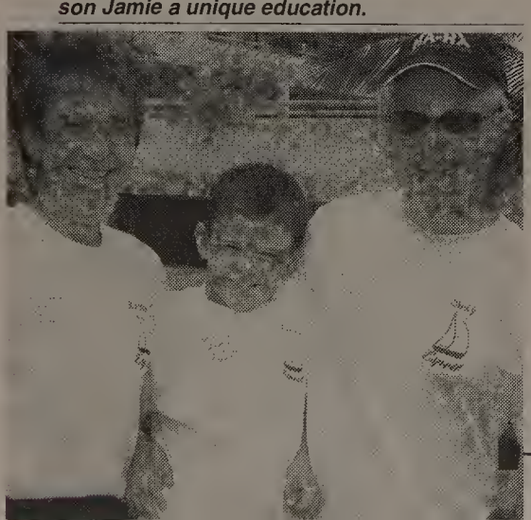
Joyce and Peter of 'Matarua' are thrilled to be voyaging instead of working.

fiesta in their honor at Puerto Vallarta — this year generously cosponsored by the Vallarta Yacht Club and the Paradise Village Resort and Marina — so that members of the fleet can get acquainted and also achieve their 15 minutes of fame in the pages of *Latitude*.

Considering that this 2,800-mile passage is the longest patch of open water most cruisers will ever face if they sail around the world through the tropics, we feel that all the ink we're giving them here, and in a second installment next month, is definitely justified.

As always, the boat types are as varied as the backgrounds of the folks who sail them. Some are half-million-dollar beauties with all the bells and whistles, while others are vintage fixer-uppers that were probably picked up for a song. But they will all reach the same glorious landfalls and palm-fringed lagoons, proving yet again that getting 'out there' is more about having the will to do so than simply having deep pockets.

Katie and Chay of 'Esprit' will be giving their son Jamie a unique education.



The Puddle Jump, we should explain, is neither an organized race nor a rally, as each crew starts on their own timetable and follows their own route. While en route, they keep in touch via radio scheds, and by the time they meet again in the sun-kissed anchorages of the Marquesas, Tuamotus or Tahiti, they will have built an undeniable sense of camaraderie through their shared achievement. We are soooooo jealous!

With that as background we'll introduce you to the Pacific Puddle Jump Class of 2004. We raise a toast to their adventurous spirits while wishing them steady winds and sunny skies during their epic crossing.

Matarua — Cheoy Lee 41
Joyce & Peter Shackleton
Vancouver, BC

"We have a big champagne toast every Monday morning to celebrate the fact that we don't have to go to work anymore!" say Joyce and Peter with apparent seriousness.

Although they both hail from England originally, they are longtime Canadian citizens who have also lived in Fiji. They've been sailing for decades, but always in smaller boats. So, after moving up to this classic 41-footer recently, they feel as though they are living in a palace. Joyce explains that she's been working toward adopting the cruising lifestyle for the past five years, but that Peter has had the dream for much longer — to which he counters, "The only dream I have is not going to work!"

"Last summer," explains Peter, "we sailed north around the Queen Charlottes, along Vancouver Island and then south. We just plan to keep on bumping along, but this next 'bump' is a very long one!" *Matarua* is expected to follow the 'cruiser milk run' as far as Australia, then, "Who knows?"

Esprit — Kelly Peterson 46
McWilliam Family, San Diego, CA

We first met Chay and Katie during the Baja Ha-Ha last fall. Their six-year-old son is named Jamie, but we will always think of him as Peter Pan, as that was his costume at the Ha-Ha Kick-Off Party — Peter Pan never looked so cute.



ALL PHOTOS LATITUDE / ANDY

Although they've spent less than six months in Mexico, they're committed to setting off to the South Pacific now, before they get hung up in mañanaland, as so many would-be world cruisers do. "We want to get around the world before Jamie becomes a teenager," says Katie wisely. She must know how tough it is to break kids away from their high school social scenes.

Along the way, Jamie will practice his reading, writing and 'rithmatic using materials from the Calvert School, as so many other cruising kids have done before him. "Actually, we're all studying Calvert Spanish," notes Katie. "Yeah," adds Chay, "we're about a half hour ahead of Jamie."

Arclyd II — Fraser 41
The Mech family, Salt Spring Is., BC

Looking back, it's a bit eerie that Karl,

Michelle and their daughter Kelsey, now 12, set sail on their open-ended cruise on September 11, 2001, initially unaware of the terrorist attacks. But things have been much more upbeat since then.

Because their cruising timetable is open-ended, the Mechs are keeping their options open. Now headed south, they haven't yet decided to turn left or right at Panama, but Plan A is to sail down to Ecuador, then out to the Galapagos — which would more or less qualify them as Puddle Jumpers. Plan B is to head into the Caribbean. Hmmm. . . must be nice to have such decisions to make.

Both mom and dad have been sailing for decades — Michelle did a Vancouver-to-Australia trip years ago — and young Kelsey took her first sail when only four months old. So their advice is worth listening to: "Don't get discouraged when you're getting ready to go and lots of problems occur," says articulate young Kelsey. "The pendulum will swing back up. The experiences and lifestyle are well worth the effort."

Michelle advises, "Seeing parts of the world in your own boat brings one so much more in touch with the people, wildlife and land of countries visited, than probably any other form of travel." To that, Karl adds, "There is nothing quite like being on watch during a downwind sail on a starry night."

John and Renee of 'Scarlett O'Hara' have sailed together for 30 years — but never this far.



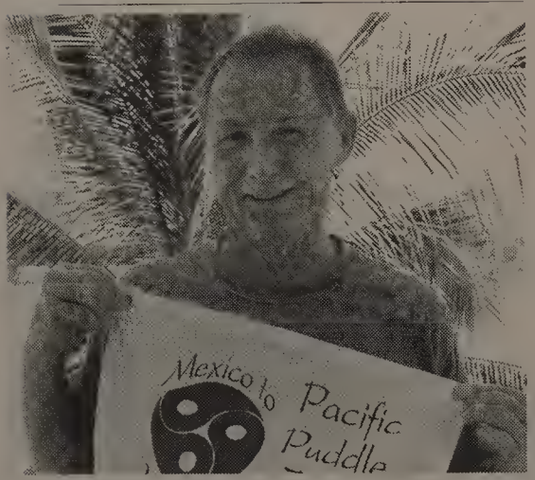
***Scarlett O'Hara* — Serendipity 43**
John & Renee Prentice, San Diego, CA

John is one of the only — if not *the* only — Class of '04 Puddle Jumpers who has made this crossing before. In 2002, he crewed for Clark Straw aboard the Mason 54 *Final Straw*, and had a wonderful time. This year he'll doublehand with 'co-captain' Renee, who is excited yet just a wee bit tentative about making such a long passage. To reassure her, John often reminds her that his trip to the Marquesas was much more pleasant than any of the TransPacs he's done.

To John, one of the most impressive things about that first trip was the natural beauty of the Marquesas. "But as beautiful as those islands are on the coast, they are incredible in the interior. I highly recommend taking an inland tour."

This duo has been sailing together for 30 years, and have owned eight boats together. Over the years they've developed a watch system that is a bit out of

PACIFIC PUDDLE JUMP



After crossing oceans at 35,000 feet, Fred of 'Mary C' is eager to see the world at sea level.

the ordinary: "John will basically be singlehanding," says Renee with a laugh. She is a very experienced sailor, but hates night watches. That's okay by John. Besides, he's looking forward to much better eating en route than on that last all-guy trip.

***Bobulona* — Liberty 46**
Denis & Shari Dicks, Seattle, WA

Although this is Denis and Shari's first trip into the vast South Pacific, they've already figured out that overplanning is a waste of time. "You make plans and they change. You make more plans and they change again, but really, any which-way you go is just fine," says Shari.

With an open attitude toward their itinerary, this highly athletic pair are looking forward to "meeting people, diving, windsurfing, surfing and laying back." They met, in fact, while windsurfing at the Columbia Gorge. For them, this dream has been a long time coming. Denis began sailing at age 10, and Shari's mom tells her she became fascinated with ships and boats as early as age 7. When she hooked up with Denis years ago, she quickly adopted his cruising dreams. "I decided I'm only going to live once, I'm never going to be a blonde, so I might as well have fun."

Shari and Denis of 'Bobulona' are heading west in search of sun, surf and high adventure.



***Mary C* — Catalina 36**
Fred Adam, Seattle, WA

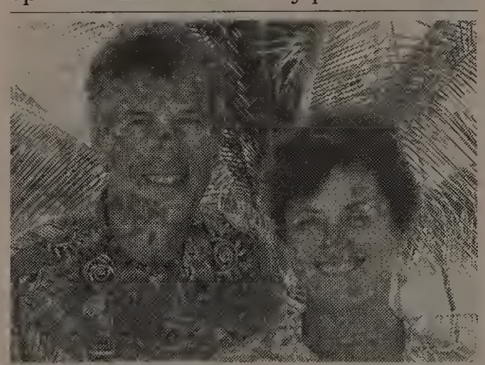
Fred has crossed oceans more times than he can count — but never at ground level. A former Navy and airline pilot, he explains, "After 30 years of touring the world from 35,000 feet, it's time to really *see* it from sea level."

During the year and a half since he left Seattle, he has greatly enjoyed the Mexican culture, but has been most impressed by the "incredible cooperation, cohesiveness and camaraderie among cruisers." He won't say whether or not he'll do a complete circumnavigation. Having run three marathons, he figures the best strategy is to take it one step at a time.

When we met Fred last month he was officially singlehanding, but was open to taking along "a mature female co-captain." His primary requirement was that she possess "joie d' vivre!" Apparently he gave up on finding her, however, as *Mary C* was the first of this year's fleet to set sail (March 15).

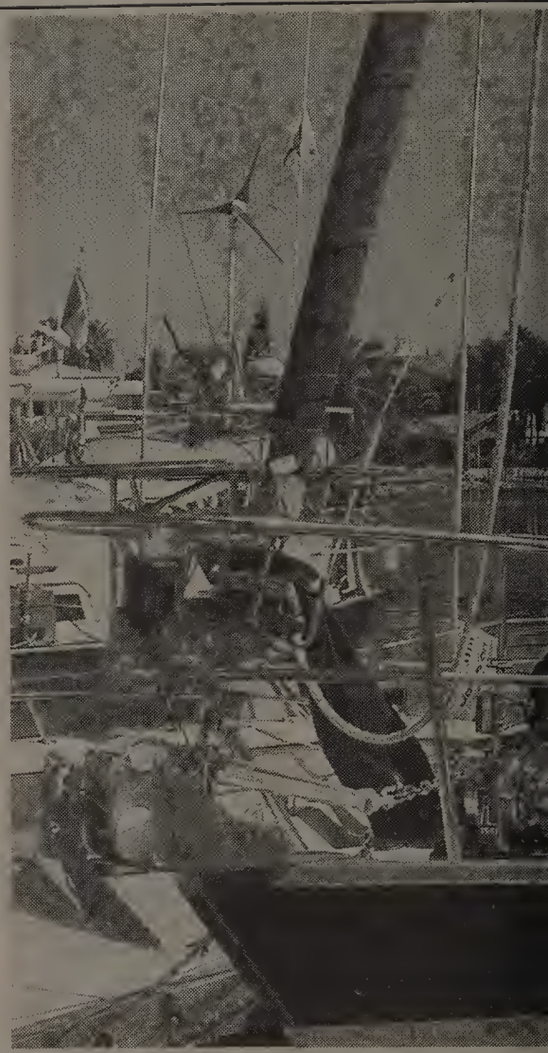
***Camira* — Alan Payne 41 yawl**
Mike & Dana Snyder, Bellingham, WA

Oddly enough, Dana learned to sail as a kid while Mike didn't sample the sport until he was a Navy pilot on a tour of duty in the South Pacific. But it was Mike who had fantasies of crossing oceans in a sailboat, and when he and Dana got together, she quickly bought into his cruising fantasies. Together, they worked for 10 years to make those dreams a reality.



After 10 long years of working and saving, Mick and Dana of 'Camira' are ready for action.

Reflecting on his new cruising life, Mike says, "After spending a lot of time



going 500 knots, its very cool to slow down and expcrience a completely different pace. In fact, as a friend put it recently, 'You have to be a 'Type A' to get here, but you'd better switch into a 'Type B' pretty quickly."

"You might say we're successfully mellowing," adds Dana. "I think I'm a 'Type C' or 'Type D' by now."

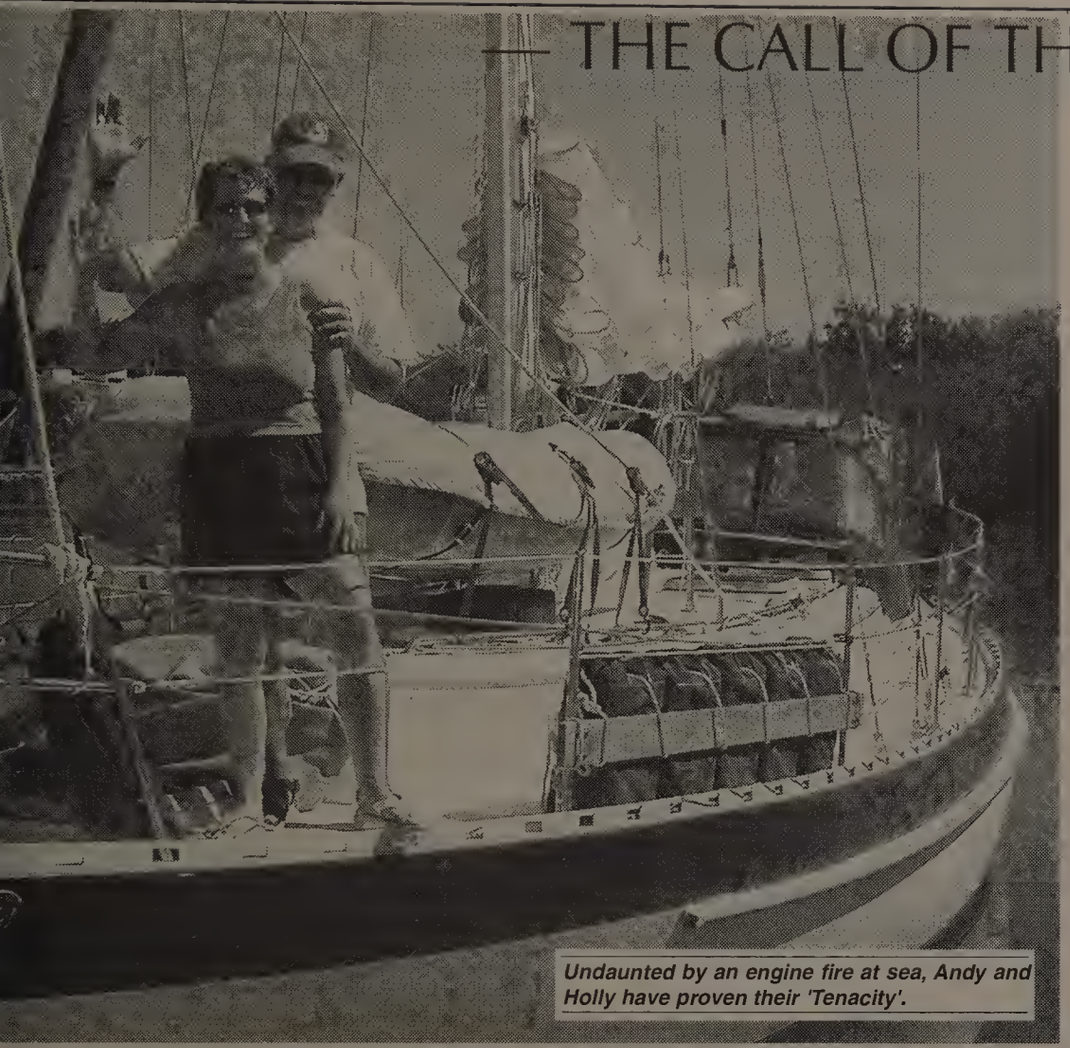
Their plan is to island-hop to New Zealand, then reassess. So far they seem to be having the time of their lives, exploring new cultures and making new friends. "We've made more friends than we ever had in our former, furiously-working lifestyle," they say. "The cruising community is composed of giving, intelligent, gifted people. Sailing is just a small part of it all."

***Tenacity* — Valiant 40**
Andy Rausch & Holly MacRae
St. Helens, OR

We have to wonder if Andy knows just how lucky he is. There must be thousands of guys out there whose greatest desire is to find an ideal cruising companion. And here Andy is, headed off to the South Pacific with lovely Holly, who is game to go even though she's only been sailing for one year! "The most important decision is the crew you sail with," says Andy.

Apparently they both approach life with positive attitudes. They bought their

— THE CALL OF THE TRADE WINDS



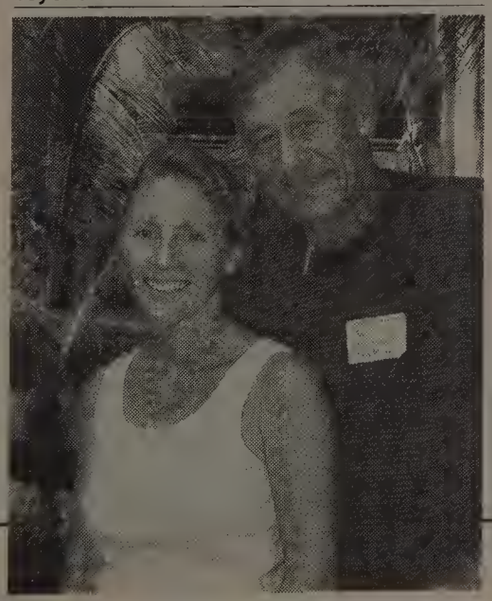
Undaunted by an engine fire at sea, Andy and Holly have proven their 'Tenacity'.

boat in the Bay Area just last August and set sail, southbound, only three months later. But in nasty weather off Pt. Arquello their engine caught fire, causing a litany of problems. They didn't take it as a bad omen, though. As Holly says, "It would take more than that to deter us from our dreams." They plan to do a complete circumnavigation via Africa.

***Mag Mell* — Endeavour 37**
Ed & Melissa Phillips, Charleston, OR

Both Ed and Melissa are very well traveled, but more so by land than by sea. That is about to change as they set off on an open-ended cruise.

Ed and Melissa of 'Mag Mell' have unusual plans beyond the cruiser milk run.



Europe is among the places that Ed hopes to revisit by boat. He'd like to pilot the canals of Germany, eventually connecting to the Danube, then continue down to the Black Sea. Meanwhile, Melissa has her sights set on Indonesia and Thailand, where she hopes to linger a while.

Back in the real world — before heading south on the 2002 Baja Ha-Ha — Ed was a cop and Melissa was a stressed-out chemical engineer who worked 75 hours a week. But the cruising lifestyle has mellowed them. "Now, when I talk to my mom she can hardly understand me," admits Melissa, "because . . I. . . talk. . . s-o. . . s-l-o-w."

***Low Pressure* — Peterson 46**
Nick & Megan, San Francisco, CA

You might say that Nick and Megan are our 'mystery couple'. We didn't have a chance to get to know them because they had to leave the Kickoff Party early to attend to family who'd flown down for the couple's wedding a few days earlier.

We know that they are both only 30. But they didn't give us their last names, apparently trying to preserve their anonymity, because Nick used to work as a Bay Area TV personality. No worries. Protocol within the cruising community never calls for last names anyway.

Having moved up recently from a Merit 25 to this full-blown cruiser, Nick and Megan are just beginning their cruising adventures. "We haven't decided where to go next, but it will be warm."



"You may now kiss the bride." Nick and Megan of 'Low Pressure' are on a floating honeymoon.

As to places they'll avoid, they rule out anyplace "north or south of Latitude 38."

***Antares I* — Gulfstar 44**
Bill Cowan, et al, Vancouver, BC

"For me, this dream began a long, long time ago," explains Bill. "In fact, I think it started when I read about the *Kon Tiki* Expedition as a kid." However, his pursuit of ocean voyaging apparently aided in ending his first marriage, and wife #2, Halina, isn't interested in making the long crossing to French Polynesia. A while back, Bill did have a "rock solid" commitment from one friend to crew, but he eventually bailed, as did a second crewman some time later.

Luckily, though, Bill ran into Anna Lachmuth at our Kickoff Party, and within an hour she was signed on to make the crossing — with the blessings of Bill's wife, Halina. (They'd all met previously.) Halina will fly out to rejoin *Antares* in Tahiti.

Anna (who appeared in *Sightings* last month) came down to Mexico to catch a

"Let's shake on it!" Anna was in the right place at the right time to meet Bill of 'Antares I'.



PACIFIC PUDDLE JUMP, PT. I



Mike and Victoria of 'djadara' have happily abandoned the demanding pace of filmmaking,

promised ride to Australia, which eventually fell through. But then — *voila!* — serendipity intervened. She has already toured Southeast Asia extensively by land, but now that she's become a sailor we wouldn't be surprised if she successfully hitchhikes all the way 'round the planet.

djadara — Niagara 35
Mike Hyde & Victoria Hamilton
Toronto, ON

"The name *djadara*," explains Victoria, "comes from Eastern Australian Aborigines and means a spell of love magic cast upon a woman."

"And it's still working!" adds Mike with a mischievous smile.

He and Victoria have long-range plans that are pretty unique. They intend to do the 'coconut milk run' through the South Pacific islands to New Zealand, then head back across the North Pacific

2004 PACIFIC PUDDLE JUMP FLEET

Boat Name	Crew Names	Boat Type & Size	Homeport
Alii Kai Too	Jim & Penny Routt	Valiant 40	San Francisco, CA
Antares I	Bill & Halina Cowan	Gulfstar 44	Vancouver, BC
Arclyd II	The Mech family	Fraser 41	Salt Spring Is., BC
Ascension	Gord & Ginny Kerr	Beneteau 38	Victoria, BC
Billabong	Chris Myles & KT Ro[illegible]ick	Gibson 43	Ventura, CA
Bobulona	Denis & Shari Dicks	Liberty 46	Seattle, WA
Bodacious	Earl Reid	Pacific Seacraft 31	Dana Pt., CA
Burbuja	Robert & Josie	Columbia 29	Vancouver, BC
Camira	Mike & Dana Snyder	Payne 41	Bellingham, WA
Concerto	Eric Ingleman et al	Valiant 40	Manhattan Bch, CA
Danseuse des la Mer	Mike & Mary Brooks	Ericson 38	Channel Is., CA
Delphinus	Bruce Schwegler, et al	Mayotte 47 cat	Portland, OR
Dikenja	Rik Dove	CT 37	N/A
djadara	Mike Hyde & Victoria Hamilton	Niagara 35	Toronto, ON
Drala Magic	Yvonne, E[illegible]y, Vicks & Roy	Beneteau 50	Las Vegas, NV
Dreamcatcher	Henry Mellegers & Glenys Taylor	Cal 46	San Francisco, CA
Emerald	Rick & Corbie Von Stein	Royal Passport 47	Morro Bay, CA
Esprit	Chay, Katie & Jamie McWilliam	Kelly Peterson 46	San Diego, CA
Flocerfida	Flo & Jasper Benincasa	Columbia 34	Channel Is., CA
Freewind	Frank & Janice Balmer	Sailmaster 50	Tacoma, WA
Gumbo Ya Ya	Kurt & Nancy Bischoff	Tayana 37	Seattle, WA
Gypsy Wind	Ellen Norris & Len Ziska	Caliber 38	Seattle, WA
Interlude	Frank & Linda Szerdahelyi	Cheoy Lee 32	San Francisco, CA

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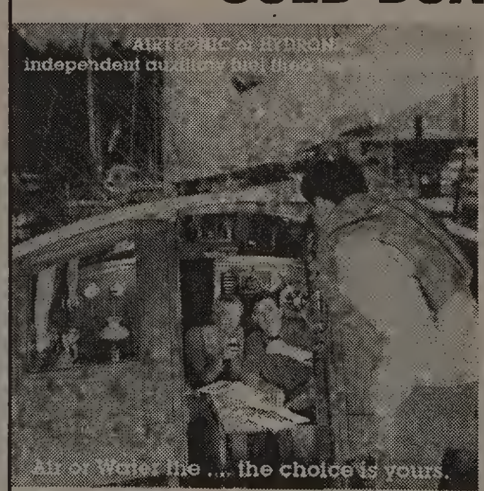
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to Vancouver in 2006 to restock the kitty. Then, before they get too hung up, they hope to sail to Europe, via Panama, and explore the interior via that continent's extensive canal system. "You can actually enter at Amsterdam," Mike reports, "and work your way all the way down to the French Riviera."

Boat Name	Crew Names	Boat Type & Size	Homeport
Island Sonata	MJ & John Shetron	Lagoon 38	The Grenadines
Low Pressure	Nick & Megan	Peterson 46	San Francisco, CA
Maajhi-Re	Greg Frame & Sujata Subramanian	Norseman 44	San Francisco, CA
Mag Mell	Ed & Melissa Phillips	Endeavour 37	Charleston, OR
Mary C	Fred Adam	Catalina 36	Seattle, WA
Matarua	Joyce & Peter Shackleton	Cheoy Lee 41	Vancouver, BC
Neptune	Larry & Bonnie Bell	Lagler 50	San Francisco, CA
Ocean Girl	Donna & Ralph McMorris	Oceanis 350	Vancouver, BC
Outer Limits	Bill & Dominique Moseley	Ron Given 45 cat	Salt Spring Is, B.C.
Pazzo	The Stiggel[illegible]ut family	Oyster LW 48	Seattle, WA
Rennaisance	Michael & Valarie	Custom 46	N/A
Resolute	Jack & Daphne Garrett	Cascade 36	Clovis, CA
Scarlett O'Hara	John & Renee Prentice	Serendipity 43	San Diego, CA
Second Nature	Jerry & Ute Peters, David Knight	Prout 33 cat	San Francisco, CA
Solstice	Anglea Treiterer & Doug Frisby	Tayana 37	Nederland, CO
Sound Decision	Tom Wilkinson & Michelle Holland	Islander 32	Bellingham, WA
Sowelu	Boja & Mai Kosmak	Custom 42' sloop	Edmonton, AB
Speranza	Dave & Sheri	Cheoy Lee 40	Deland, FL
Spiritus Invictus	Sven Sampson	Westsail 32	San Francisco, CA
Splashes	John & Janice Tannehill	Freedom 36	Paso Robles, CA
Tackless II	Gwen Hamlin & Don Wilson	CSY 44	St. Thomas, USVI
Tenacity	Andy Rausch & Holly MacRae	Valiant 40	St. Helens, OR
Vinden	Mark & Mary Lynn Vore	Storebro 33	Sequim, WA
Waking Dream	Ben & Lisa Newton	Cooper 41	Berkeley, CA
Whisper	Robin & Duncan Owen	Hallberg-Rassy 42	San Francisco, CA



Having paid their dues, Ginny and Gord of 'Ascension' are now pursuing a "simple life."

Their game plan, however, is no more unique than their careers. They've both worked extensively in the film industry, Mike as a set construction foreman and Victoria as a set painter. Their advice to the wannabes back home? "Let the kids pay for their own university!" Actually, they plan to take their 21-year-old daughter along as crew, at least part of the way, where she will undoubtedly get a splendid education in the school of life.

***Ascension* — Beneteau 38**
Gord & Ginny Kerr, Victoria, BC
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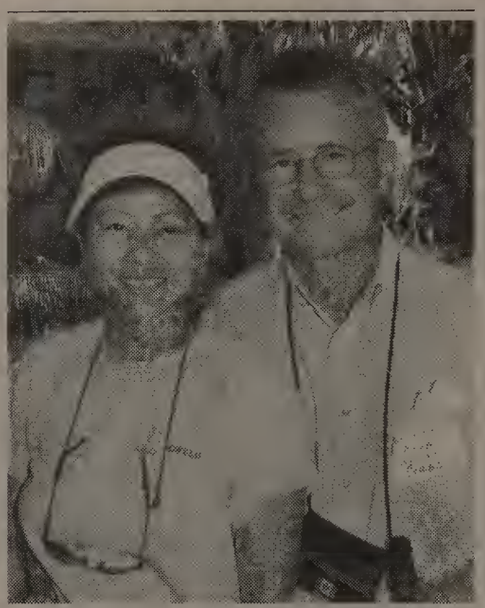
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PACIFIC PUDDLE JUMP, PT. I

British Columbia's Vancouver Island, Gord and Ginny have been exploring the Gulf and San Juan Islands under sail for the past two decades. But six months ago, they cast off the docklines on this long-awaited, open-ended cruise. "We have no definite plans," they say, "and no definite date of return!"

In addition to their lifelong desire to see the world, they were inspired to make this bold move due to "a love of the ocean and the desire for the freedom to live a simple life."

So far, they've been most impressed by "the wonderful people we've met along the way — both locals and cruisers."



While exploring the world, Mai and Boja of 'Sowelu' are also learning about themselves.

***Sowelu* — Custom 42' sloop**
Boja & Mai Kosmak, Edmonton, AB

According to Boja, a Canadian who grew up in Czechoslovakia, the word sowelu originated with the Vikings many centuries ago. It has to do with one of the rune stones used by Viking fortune tellers and magicians to predict the future, heal the sick, banish evil and bestow blessings. In present-day context it symbolizes to Mai and Boja "the choices you make which come from your inner soul, from the core of your personality."

Since their home in Alberta is a long way from the ocean, they would seem unlikely candidates to do the Puddle Jump, but Boja says he has been fantasizing about ocean voyaging all his life — even back in landlocked Czechoslovakia (now the Czech Republic).

They set sail from Vancouver, BC, just last September with plans for an open-ended cruise. "The crossing to the Marquesas will be quite a challenge, but a great learning experience. We have already discovered things about ourselves and our souls that we didn't know before, and we're eager to get out into the magic of the South Pacific."

We'll put a cap on the 'profile pen' here. But we promise to introduce you to the rest of the PPJ Class of 2004 next month — including many of those who were departing from elsewhere in Mexico. In the meantime, keep a good thought for the health and safety of all those adventurous souls who are — as you read this — crossing that enormous patch of blue water.

— latitude/*aet*

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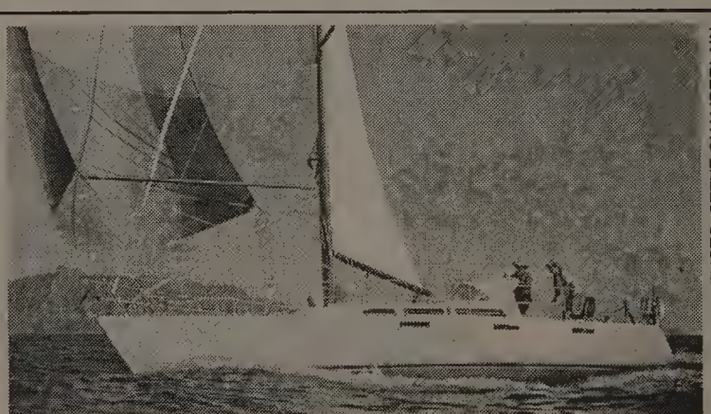


PHOTO: STEVE CHAMBERLAIN

Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

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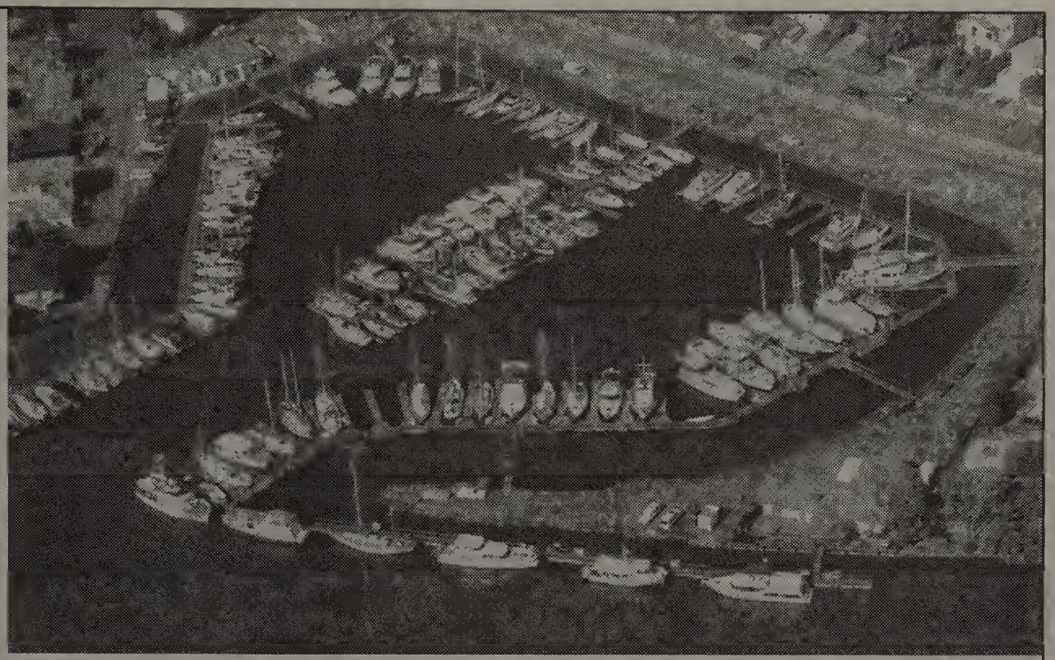
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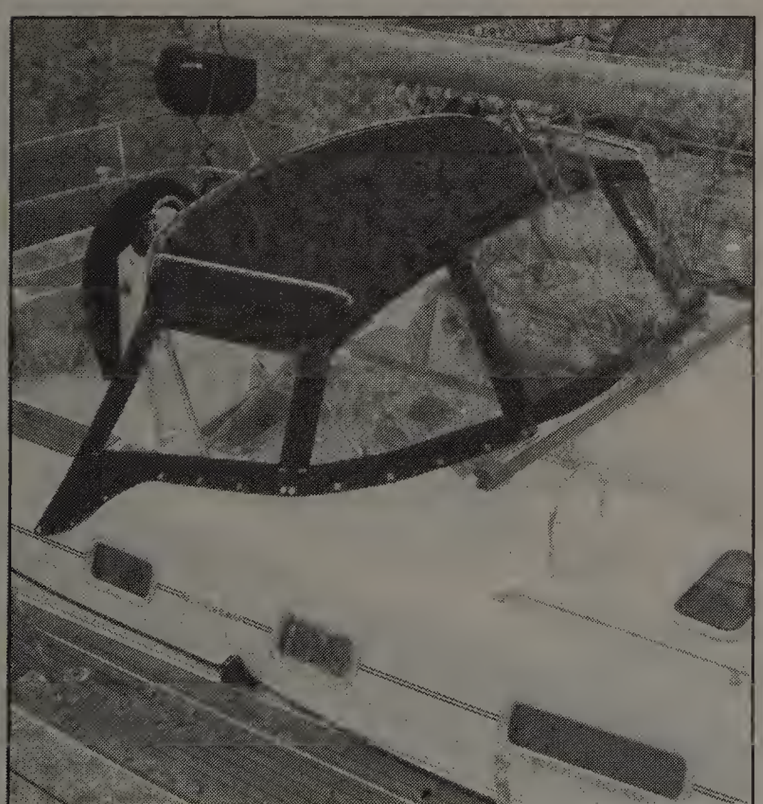
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But what about your rigging? Standing rigging just sorta lasts forever, right? And if your running rigging isn't seriously unraveling, then it's cool, right?

Wrong.

It is true that rigging elements — especially standing rigging — will outlast a lot of the other gear on your boat. But ignoring their inherent need for occasional maintenance and eventual replacement is an oversight made by both neophytes and lifelong sailors. And the consequences of neglect can be disastrous.



LATITUDE / JA

Nothing gives you a sense of security like having new rigging installed — turnbuckles and all.

As you may have read in our January issue, we resolved at New Year's to get our trusty Ranger 33 tuned up and ready for action earlier, rather than later, this season. So, after getting the old girl spruced up at the boatyard (see February's *Boatyard Boogie*) it seemed appropriate to focus on rigging issues this month.

Unfortunately, our expertise in the rigging arts is almost as limited as our understanding of nuclear fission, so we thought it best to seek the advice of local 'rig-meisters', for both maintenance tips and insights into the latest rigging upgrades.

Basic Rigging Maintenance

First, and perhaps most importantly, we wanted to be sure we were following a proper maintenance regimen. The consensus among the riggers we contacted is that standing rigging on recreational boats should be inspected by a professional annually. It may or may not actually need to be tuned, but a pro's trained eye can also spot developing problems that you might not be aware of. The condition of shrouds, stays and lifelines will be assessed and the rigger will also hunt for stress cracks in blocks, sheaves, shackles, chain plates, mast tangs and spreader tips. "We recommend that this be part of the spring routine," advises Doug Fredebaugh, Rig Shop Manager at Svendsen's Marine, "so that the boat is ready for the summer breezes."

You can choose to have the rigger attend to any problems found, or simply deal with them yourself if you have the know-how.

If you're wondering just how desperately your rig needs tuning, follow this tip from Glenn Hansen of Hansen Rigging: "Sight up the backside of your rig while sailing upwind in a blow. If the rig is out of column by more than the width of the section, it usually means the tunc should be improved."

Winches, furlers, blocks and literally every moving part in all deck and mast hardware should definitely be lubed and cleaned annually. Many do-it-yourselfers like to tackle these jobs themselves. If you count yourself among them, just be sure you are doing a proper job and are using the correct lubricating 'goop'. "We



LATITUDE / JA

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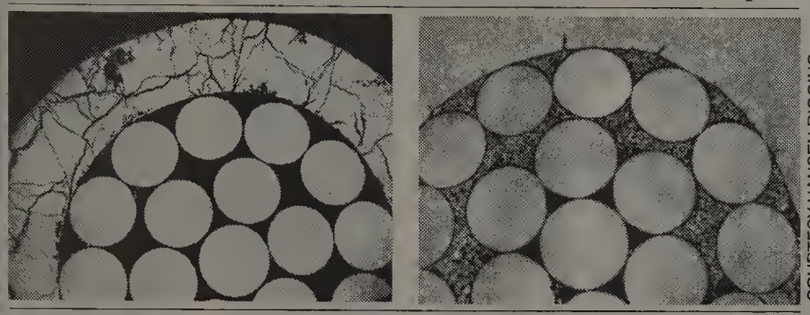
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COURTESY HANSEN RIGGING

A tale of two swages. Left: Under a microscope, cracks in this 20-year-old fitting are frightening. Right: sediment buildup between the strands of this 8-year-old wire accelerated its deterioration.

will often have a client watch us lube and clean one winch," says Tom Relyea of South Beach Riggers. "Then they can choose to do the rest themselves if they like, but at least they've seen how it should be done."

We'll probably only sail our little sloop within the Bay this year, but if we were planning to head offshore we would, of course, want to let the rigger know that, as he may want to set things up differently for offshore conditions.

corrosion," notes Chris Catterton of CC Rigging, "but even if no indicators are present, 15 years is the limit. With 15-year-old swages, you are 'driving on bald tires.'"

"The lifespan partly depends on the alloy of wire used and the sailing conditions where the boat is used," explains Ralf Morgan, Rig Shop manager at KKMI. "Type 302/304 stainless wire is not as corrosion-resistant as type 316, so we only use type 316."

However, as Hansen notes, "The new 316 grade wire carries a slightly lower breaking strength. Therefore, it is important to size it correctly. We often use a simple engineering formula to check our work."

Fredebaugh adds, "Heavy use will shorten the lifespan of the wire itself. Also, damage such as kinks, twists, exposure to corrosive solvents, lightning strikes and stray current can shorten the useful life."

If your boat is set up with rod rigging, there are somewhat different considerations. "Rod rigging should be fully inspected — completely torn down — after 10 years or 40,000 miles," advises Jack

"Even if no indicators are present, 15 years is the limit. With 15-year-old swages, you are driving on bald tires."

It's usually pretty obvious — due to fraying and chafe — when running rigging is ready to be changed, but how often should standing rigging be replaced? The consensus among the experts is that on boats used recreationally in local conditions, wire rigging should be replaced every 8 to 15 years. "Pitting and cracks in the swages or broken strands in the wire are obvious indicators of saltwater

Scullion of Jack D. Scullion Yacht Services. Some other riggers advise doing so sooner — again, depending on use and abuse. Scott Easom of Easom Racing and Rigging notes, "Often when replacing rod, the rod can simply be re-cold headed, saving 40-60% on the job." Unlike the telltale signs of 'tired' wire rigging, it is not always obvious when rod rigging is getting weary. "Rod doesn't corrode," ex-

Jack D. Scullion Yacht Services — Located in Alameda at Nelson's Marine

- Serving the East Bay and Peninsula
- Full service rigging shop
- In business since 1986
- Contact owner Jack D. Scullion

1500 Ferry Point, Alameda Pt.
Alameda, CA 94501
phone: (510) 769-0508
pager: (510) 630-4035
email: jdsyachts@att.net

J.P. Boat Works — Located in Sausalito

- Serving San Francisco, Marin and the East Bay, from Richmond to Emeryville
- Does full range of rigging maintenance and upgrades
- In business since 1982
- Contact owner J.P. Plumley

67 Libertyship Way
Sausalito, CA 94965
phone: (415) 331-3277

KKMI (Keefe Kaplan Maritime, Inc.) — Located on Pt. Richmond's Harbor Channel

- Serving the Bay Area and beyond
- Full service rigging shop; extensive stock of cordage and rigging accessories
- In business since 1996
- Contact Rig Shop manager Ralf Morgan

530 West Cutting Blvd.
Pt. Richmond, CA 94804
phone: (510) 237-4141
email: morgan@kkmi.com

plains Hansen, "it crystallizes and becomes brittle."

Solid metal rigging elements such as turnbuckles and toggles generally last longer than wire or rod, but most riggers agree that the safe move is to re-

> *"In-boom furling systems . . . make the main infinitely reefable."*

place everything at once. Vinyl-covered lifelines, we're told, should be replaced every 5 to 10 years. Rust stains leeching out from under the cover material is a telltale sign of impending failure — which is to say, someone may soon be testing his or her resistance to hypothermia.



Tom Relyea (front) with part of his Sausalito crew (L to R) Johnny, Michael and Dave.

LATITUDE / ANDY



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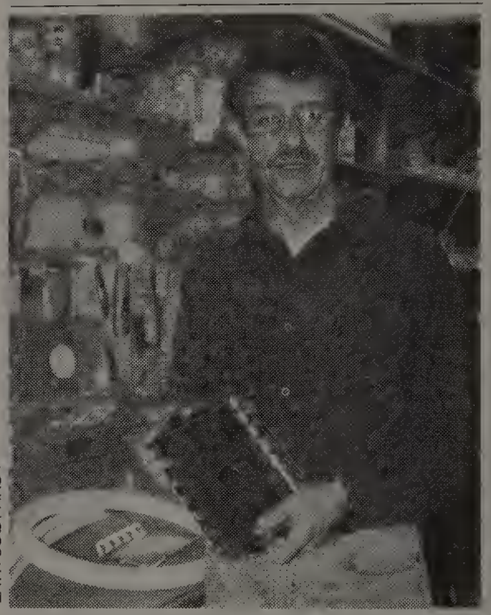
Practicing what he preaches, Scott Easom trims aboard 'Pyewacket' — a boat rigged with PBO.

Often Overlooked Rigging Issues

Beyond annual rig tuning and occasional replacement, we learned that there are many other rigging issues which both racers and recreational sailors often overlook. "J.P. Plumley of JP Boatworks says that among his customers "the most overlooked items are: mast-to-boom connections (gooseneck fittings), proper toggling of all standing rigging, and masthead sheaves."

"With us," says Easom, "it's spreaders — rotten wooden spreaders or aluminum spreaders with the tips rotted away. Lifelines are a close second."

The rig shop staffs at both Svendsens and KKMI say that, among their customers, cleaning and lubrication of all moving parts is the chore most frequently neglected. "Cleaning is important," says Morgan of KKMI, "because contaminants will speed up corrosion of the wire, rod and terminals. Lubrication is absolutely essential! Mast terminals that are not lubricated will not be able to align properly to the ever-changing loads on the rig. The result is that the wire or rod will fatigue much quicker and substantially shorten the product's use-



LATITUDE / ANDY

Steve Seals specializes in hard-to-find parts for plastic classics like Cal 20s and Santana 22s.

ful life. Turnbuckles should also be lubricated regularly to keep them from freezing. Also, failure to maintain halyard sheaves will lead to premature wear on the halyard.

Fredebaugh of Svendsens adds, "We see a lot of galled turnbuckles and seized pins which become an expensive repair. We also see a lot of poorly-maintained furlers. Even just flushing the drum assembly with fresh water on a regular ba-

Richmond Yacht Services — Located in Pt. Richmond at the Brickyard Cove Marina

- Serving primarily the East Bay
- Complete rigging service
- In business for decades
- Contact owner Rich Wierick

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South Beach Riggers — Two locations: at South Beach Marina, San Francisco, and at Clipper Yacht Harbor, Sausalito

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- Contact owner Tom Relyea

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Pier 40 (Embarcadero)
S.F., CA 94107
(415) 974-6063

email: southbeachriggers@sbcglobal.net

Seal's Spars & Rigging — Located in Alameda

- Serving Alameda (and beyond via Internet)
- Carries specialty rigging accessories and spars for 20 to 30-ft plastic classics
- In business since 1971
- Contact owner Steve Seal

phone: (510) 521-7730
website: www.sealsspars.com



LATITUDE / ANDY

"Take the darned picture — this stuff's heavy!" Ralf Morgan gets calls for big gear at KKMI.

sis will improve the performance dramatically."

"Recreational boaters also tend to mistakenly 'over-tape' spreader tips and turnbuckles," adds Catterton. "Intending to create a water barrier that prevents corrosion, the taping enthusiast actually speeds the process. Excess tape on the spreader tips traps moisture where stainless steel meets aluminum. In time, the two metals react and the tip turns to dust. In the case of turnbuckles, contained moisture results in frozen threads and can cause your turnbuckles to seize."

Among his customers, who are primarily owners of 'plastic classics', Steve Seals of Seal's Spars and Rigging says the most neglected chore is simply "changing the standing rigging often enough."

Hansen says some of his customers seem to be unclear on the physics of running rigging. "All the control lines should be run cleanly, be of proper size and purchase for the job, and be a pleasure to use, not a tremendous burden. Nothing stands out and screams to us like poorly-thought-out sail control systems."

To all of the above, Scullion adds, "taking care of corrosion under fittings on masts and booms, droopy spreaders, damaged or frozen sheaves, annual maintenance of furling gear and blaming weather helm on rig tune, rather than blown out sails."



COURTESY CC RIGGING

East Bay rigger Chris Catterton installs a new anchor windlass — a popular upgrade.

Catterton adds, "They also have the added advantage of accommodating long or full battens."

Upgrading to a rigid vang is a relatively low-cost improvement that eliminates the need for a topping lift — with its annoying flopping against the main. Most types have enough purchase to be trimmed under load and, as Hansen explains, "They also help with sail shape in lighter winds by allowing you to open the leech in the main — when released,

"All the control lines should be run cleanly, be of proper size and purchase for the job, and be a pleasure to use, not a tremendous burden."

Jack Scullion's shop is at Nelson's Marine, but he travels to job sites far beyond Alameda.



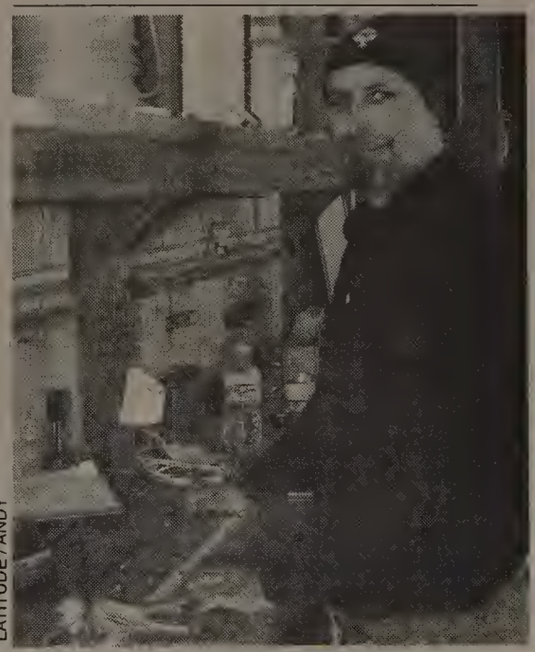
LATITUDE / JA

Popular Rigging Upgrades

Beyond all these important maintenance issues, riggers can, of course, help you upgrade your boat with a wide range of newfangled contraptions designed to make sailing safer, more efficient — especially when shorthanded — and ultimately more fun. Among the most popular upgrades are jib furlers, boom furlers and rigid vangs. "Both jib and main furlers have the benefit of allowing the user to shorten sail easily in windy conditions," explains Morgan. "In addition, they offer a nice way to store the sails when not under way, keeping wet sails out of the boat's interior."

In case you've been out of the loop, the hot ticket for mainsail furling these days is the new generation of in-boom furlers. "In-boom furling systems are far superior to in-mast systems," explains J.P. Plumley, "because of their simplicity. They make the main infinitely reefable, yet have no reefing lines, outhaul, etc. The main is controlled by the halyard and furling line only."

Glenn Hansen has an enormous shop space at the old Alameda Naval Air Station.



LATITUDE / ANDY

Svendsen's Rig Shop — Located in Alameda at the Svendsen's Boat Works complex

- Serving the Bay Area and beyond
- Full service rigging shop; extensive stock of cordage and rigging accessories
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- Contact Rig Shop mgr Doug Fredebaugh

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website: www.svendsens.com



LATITUDE / ANDY

If it has to do with rigging, Barrett (left) and Richard can deal with it at Svendsen's Rig Shop .

the spring, or air pressure, pushes the boom up."

Other popular upgrades include electric winches, traveler systems, single-line reefing systems and replacement of halyards with high-tech line.

"It's best to remove an old traveler with a 'sticky' car that doesn't have enough purchase to pull the car to windward or to ease the main without losing your fingers," advises Catterton. "Replace it with a modern one that can be operated under load, allowing you to de-power the main easily."

"Low to non-stretch color-coded line and all-rope halyards are great improvements," says Hansen. "You'll never know how nice it is to get rid of those old wire halyards until you try it." Relyea agrees, "High tech line has doubled the life of halyards and sheets with the added benefit of low stretch and low weight."

"Leading reefing controls to the cockpit is another popular upgrade," notes Scullion. "For shorthanded sailing, being able to stay in the cockpit while reefing is an important consideration for many people."

Hansen explains that "Deck layout design is an overlooked element that makes sailing a lot more fun. It's all about ergonomics, and if done well, can make a huge difference. Changing out old hardware to new, light, modern and free running blocks, clutches, cleats, self-tailing winches or adding a new system like a backstay adjuster or cunningham can make heaps of difference. Also, having the right tools helps novices become better sailors."

Easom says, "Another upgrade we like is new stanchions mounted outboard to make walking down the deck easier. Also, with our help a lot of our cruising customers have discovered what our racing



customers have known for years: carbon fiber spinnaker poles are much easier to use because of their light weight."

Trek. "After having hands-on experience with it, I've fully embraced this fiber standing rigging, which comes from

> *"High tech line has doubled the life of halyards and sheets with the added benefit of low stretch and low weight."*

Cutting Edge Improvements

Mention of the buzz words 'carbon fiber' brings us to the final chapter of this little overview, the realm of truly cutting-edge innovations.

In the Bay Area, Scott Easom probably has the most experience with the latest too-amazing-to-be-believed product, PBO rigging, as he has overseen its installation and use on Roy Disney's latest warhorse, *Pyewacket.* (See our feature article on this Reichel/Pugh-designed maxZ86 in the February *Latitude.*) Pliable like line, yet used on top-of-the-line racing machines in place of standing rigging, this stuff is right out of *Star* FutureFibers in New Zealand. With a weight savings of about 75% and a strength increase of 40% over rod, this is a great product. Although it's not for everyone, the PHRF committee might want to change their form to ask one more question: 'What type of standing rigging material do you have?'"

Hansen, who, like Easom, is a serious racer himself, is also bullish on PBO for shrouds: "They are the best new thing for performance sailing. It's scary how small and strong this stuff is! PBO halyards, sheets, guys and cover material is also very amazing. The new cover material we've used on rope lasts heaps longer under more grueling conditions



LATITUDE / ROB

Rich Wierick is a very familiar face at Brickyard Cove, where he doubles as harbormaster.

than anything previous." Before you get too excited, though, we should point out that the cost of upgrading to PBO makes it out of the question for budget-minded racers and cruisers.

There are other cutting-edge innovations to consider, however. Catterton likes Vectrus lifelines. "This lightweight cordage is a corrosion-free alternative to

WrightWay designs

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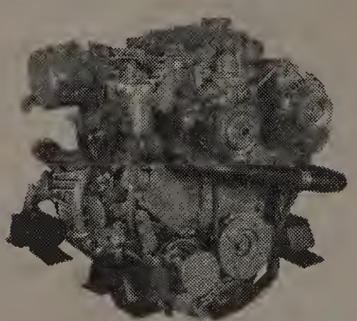
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"The doctor is in!" For years J.P. Plumley has been making 'house calls' in his fully-equipped rig-mobile — a converted delivery van.

wire, and is less expensive. Because it is light in color, it's easier to see at night, and is also excellent for topping lifts and the upper portions of running backstays. I've even used it to replace the wire halyard in a reel winch on a classic yacht."

"Our favorite product that everyone can use," says Easom, "is composite stanchions. They are lighter in weight than stainless and ten times stronger. And they can't get permanently bent — if they bend over, they snap back to their original shape. It's also nice to be able to paint them to match the boat. But best of all, they're very reasonably priced."

With the exception of the hull, the largest carbon component is a mast. But are carbon spars worth the price? Easom and others say, "Yes! A quality carbon spar is a tremendous addition to virtually any boat. The perfect time to get one is right after your old rig is hit by a 'gravity storm'. As with any product, there are good and bad spar makers, so consult with someone who has a long history with carbon spars."

Relyea adds that use of high tech components "translates into reduced pitching and heeling angles, while increasing overall performance and comfort."

Whether your boat is in need of a simple safety check or a complete rigging overhaul, consider yourself fortunate to have such a wealth of expertise right here in the Bay Area. We were surprised how much we learned just spending a few hours with these guys. So we encourage you to do yourself and your crew a favor and have your rig checked out by a seasoned pro — soon, before the summer sailing season kicks in. And while you've got him on board, you can pick his brain mercilessly about all the slick upgrades you hope to install.

— latitude/*aet*



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GREAT FUN FOR EVERYONE

For the fourth year in a row, St. Maarten's Heineken Regatta has been the largest in the Caribbean — and one of the biggest in the world. A record 256 entries were attracted to the three-day, four-race affair held March 5-7, in part because of the great tropical sailing conditions, but also because it's one of the most inclusive regattas on the planet. It didn't matter if you had a beach cat or the latest multimillion-dollar racing machine, because for the 24th year in a row, the St. Maarten YC wanted everybody with a sailboat to join them for "serious fun."



ALL PHOTOS LATITUDE / RICHARD EXCEPT AS NOTED

The fashion show got the 24th annual Heinie off to a hot start.

A breakdown of the 20 classes — count 'em! — provides insight into the unusual nature of the regatta. There were six spinnaker divisions for the most serious competitors, with top-flight boats and sailors in every class. The whole racing world, of course, was focused on Spinnaker 1, as the Heineken was the debut for Roy Disney's *Pyewacket* and Hasso Plattner's *Morning Glory*, the much-heralded, revolutionary maxZ86s with canting keels and 12-foot-deep canard (forward) rudders. The rest of the class was strong also, as it featured the nearly new R/P 75 *Titan*, the Key West-killing Swan 68 *Chippewa*, a pair of Volvo 60s, and a TransPac 52. There were also two non-spinnaker racing divisions, whose fleets included a wide variety of boats, from a C&C 27 to the beautiful Hook 70 ketch *Kim* — with lots of big Swans and Farrs thrown in.



"We did the Heineken and all we got for breaking our new carbon mast was this 'spirit of the event' award and a big bottle of Heineken," say Rex and Celeste Conn of 'Alacrity'.

At the other end of the length and budget spectrum was the Beach Cat Class.

A traditional mainstay of the Heineken has always been the charter boat divisions, which this year had 118 boats — or 46% of the entire fleet. Charter 1 was a one design class with 19 Beneteau 50s, while the other five classes were mixed. Participants in this fleet — many of them co-workers from companies in the Netherlands — came from all over the globe, including as far away as Japan.

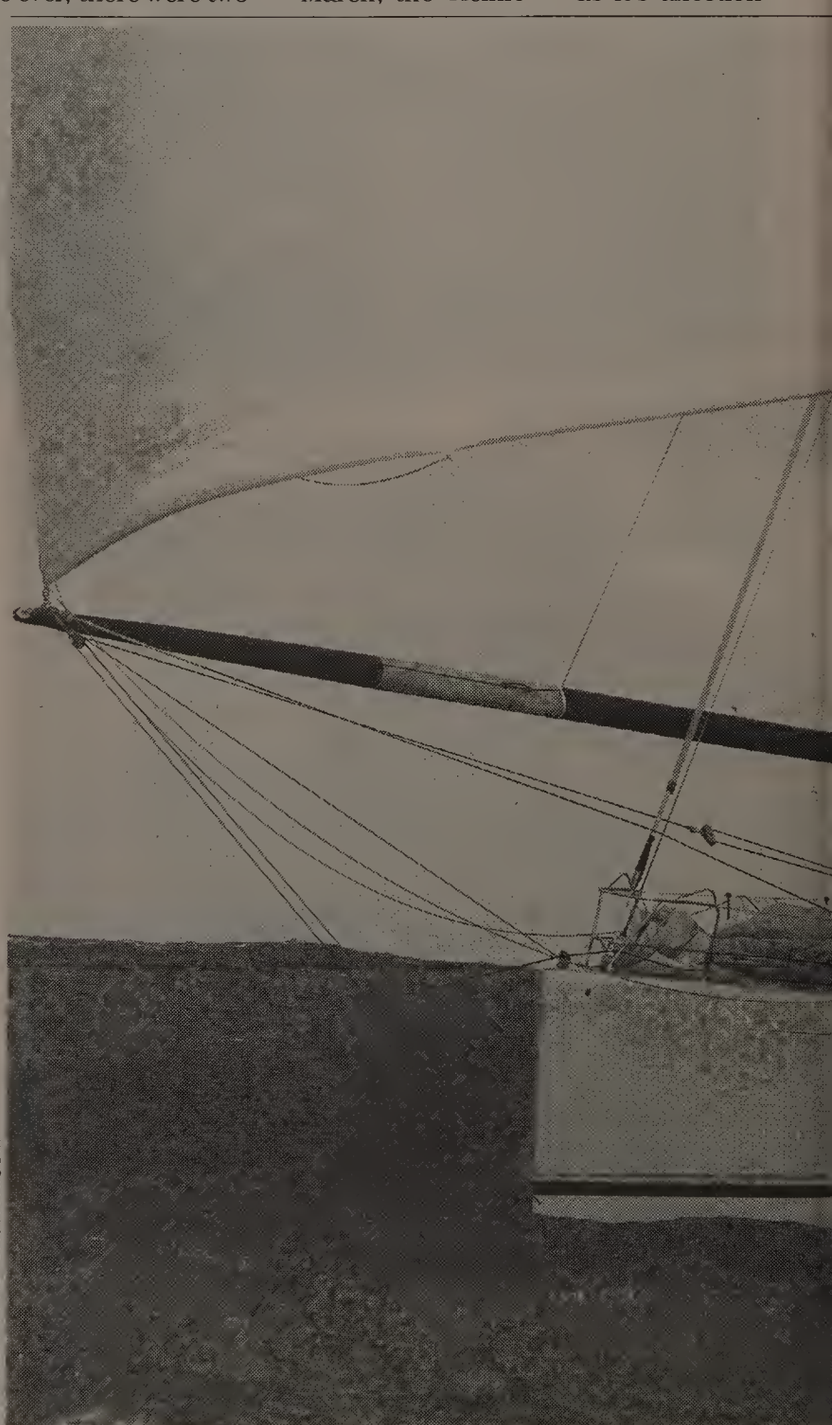
For the first time ever, there were two multihull divisions: one for 'racing' multihulls — including John Haste's *Little Wing* from San Diego and our *Profligate* — as well as another for charter cats. Of the 18 multihulls split evenly between the divisions, three of them — a chilling percentage — were dismasted.

New this year, and possibly unique in the world of racing, was the Open Class, which was designed for liveaboards, full-on cruisers, and sailors who normally steer clear of racing. All 20 skippers in this division assigned their boats a rating, which was revised halfway through the regatta by the race committee based on how well they'd done in the first two races. This class included everything from a 71-ft schooner to a 28-ft Channel Cutter.

As if this wasn't enough, there was a four-boat Exhibition Class with 12 Meters.

So anybody with a sailboat larger than a dinghy was encouraged to race, and they came from most all of the islands in the Caribbean, as well as the States and Europe. The average length of entries was 45 feet, and had they all been lined up bow-to-stern, they would have stretched over two miles.

During the first weekend of every March, the 'Heinie' — as it's affection-



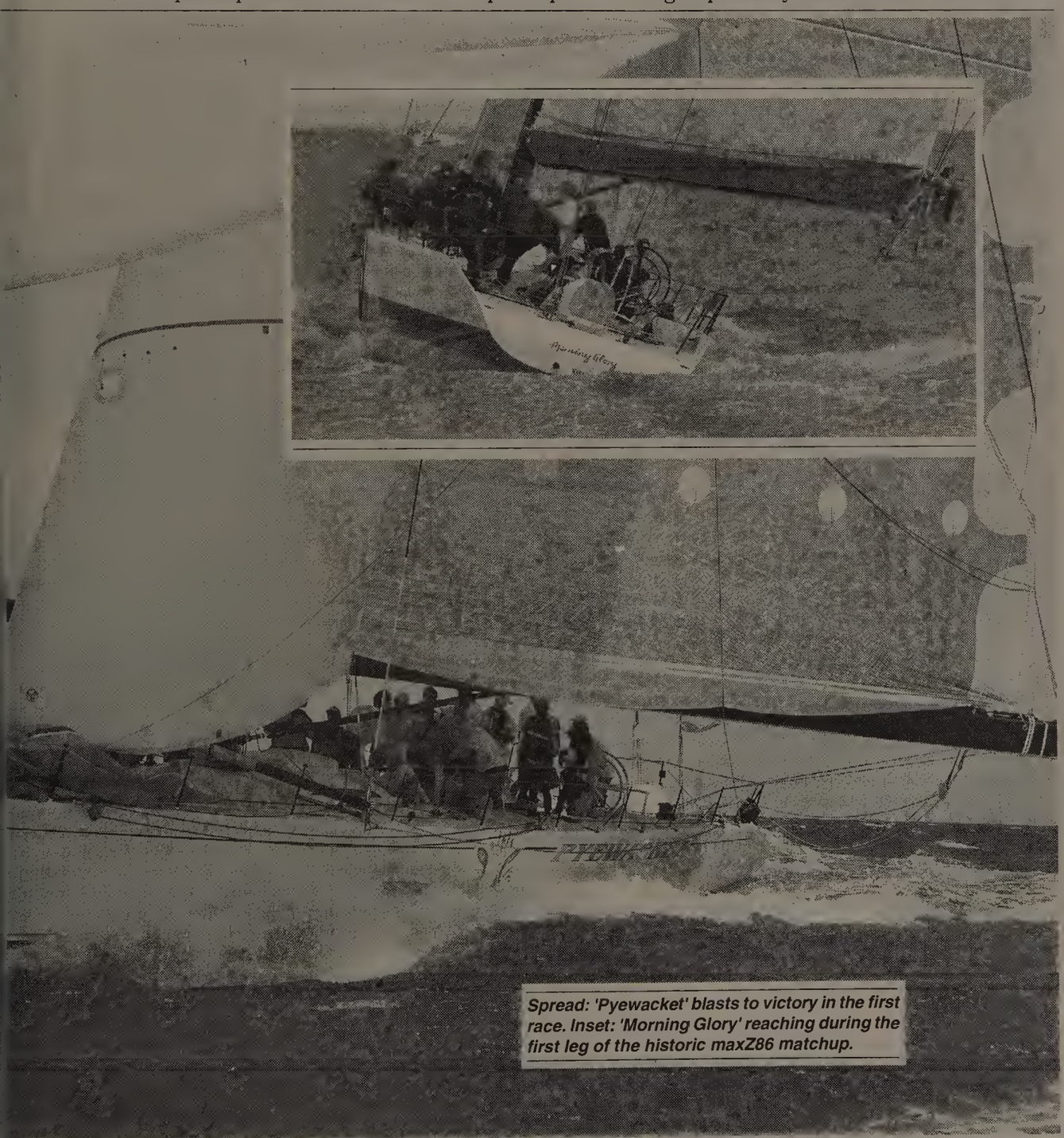
TIM WRIGHT / PHOTOACTION.COM

— 24TH ST. MAARTEN HEINEKEN REGATTA

ately known — dominates all activity on the 7 by 8-mile island. The local businesses provide tremendous support. Shell, for example, took care of free rides between the boats and shore, day and night, for the thousands of participants. The number of local volunteers was too great to count. Furthermore, the Heineken encourages everyone to participate — even non-sailing locals. As such, local musicians played at night, local women were models in the fashion show, kids participated in art contests — and everyone was invited to join in all the parties.

And who knows how to party better than sailors and islanders? The folks from Holland brewed 96,000 special cans of Heineken, which were made available to racers in semi-convenient 13-can packs, just for the event. This worked out to be only about 25 gallons of Heineken per boat, so it was fortunate that other brands of beer and rum were also available. The Heineken awards a special prize to the group — they don't have to be sailors — that displays the most spirit during the regatta. According to the published guidelines, one of the minimum requirements for winning is that each member of the group has to drink a minimum of 10 cans of Heineken each day. Only in the Caribbean can one consume 10 cans of beer a day and still be considered to be drinking responsibly.

The most popular part of the Heineken for non-sailing locals was a performance by Black Eyed Peas, an enormously popular hip-hop group that had been nominated for — but didn't win — three Grammies. The night before their performance, several members of the group were arrested for smoking pot — something we didn't realize was illegal in the islands because it's smoked so openly. It all turned out well, for it gave the group a chance to blast the police for "abuse," which was good for publicity and the group's 'street cred'. We tried to like their music — honest — but were unsuccessful.

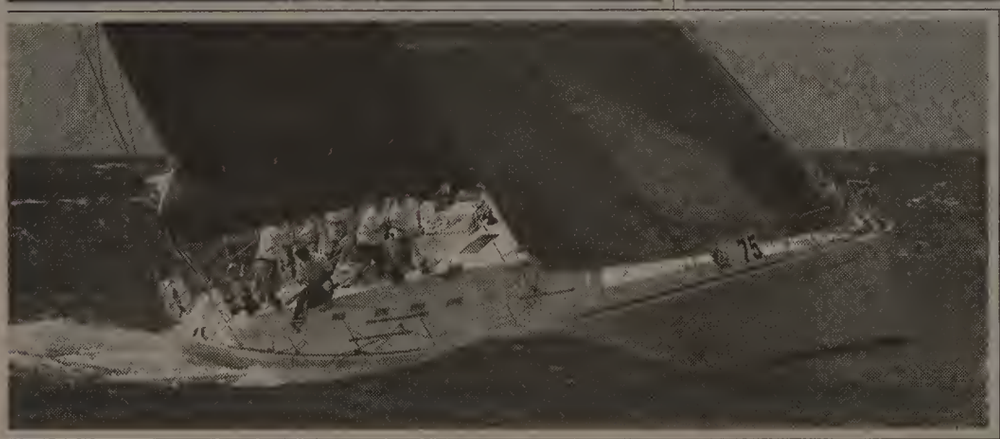


Spread: 'Pyewacket' blasts to victory in the first race. Inset: 'Morning Glory' reaching during the first leg of the historic maxZ86 matchup.

Historically, there have usually been good tradewind sailing conditions for the Heineken Regattas, but this year the wind gods went a little overboard with the blessing. For much of the first three races, it blew in the mid-20s to low 30s, with a couple of gusts of just over 40 knots. We didn't find this particularly difficult in the flat waters in the lee of the island, but when out in the steep chop and swells of the Anguilla Channel, there was an

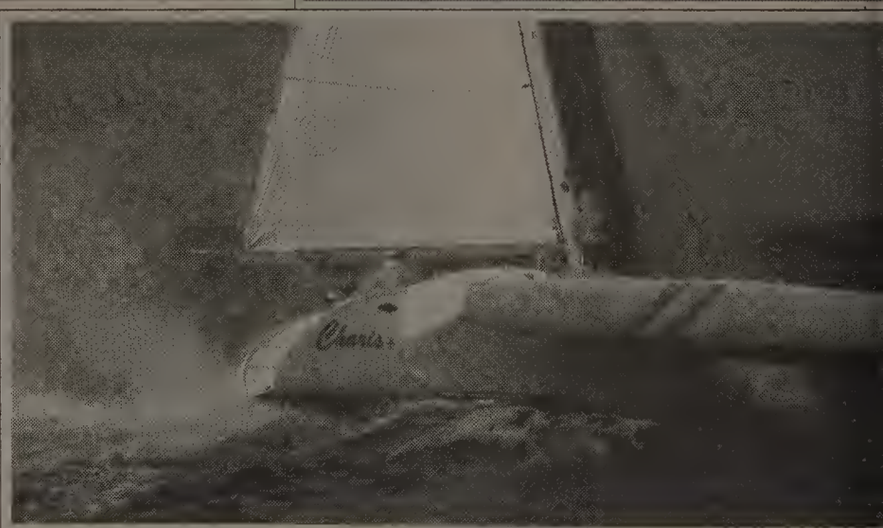










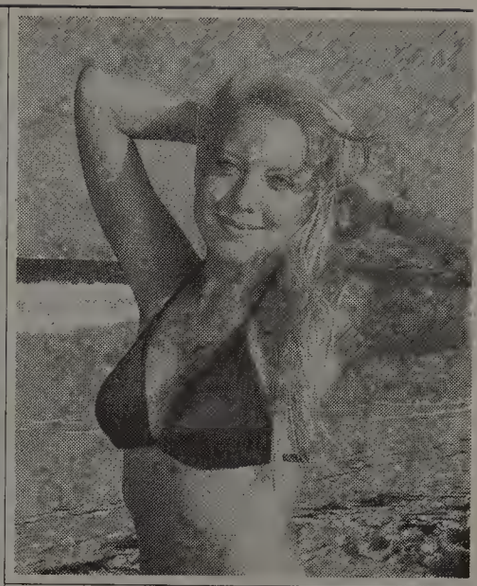


awful lot of severe shock-loading. Because of the strong wind and sudden loads, there was plenty of damage to rigs, sails, and blocks — and bodies.

For example, after rounding the first mark in the first race, and while doing about 18 knots, Rex and Celeste Conn's Open 50 trimaran *Alacrity* lost her nearly-new carbon rig. Had it happened just a few seconds earlier, it would have landed in the cockpit of the Volvo 60 just to leeward of them.

On the upwind part of the around-the-island race, *Little Wing* ripped the head of her jib. Rather than drop out, they bobbed around in the sloppy channel waters for an hour while repairing the sail. Once they got around the weather mark and cracked off, the 52-ft cat — which carries masthead spinnakers bigger than those used on SC 70s — took off, hitting an all-time boat best of 22.5 knots. "Everything on the boat seemed as though it was going to explode," laughed Haste. As it was, additional damage to *Little Wing* was limited to the carbon mast flicking the masthead

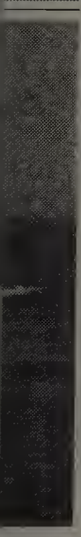




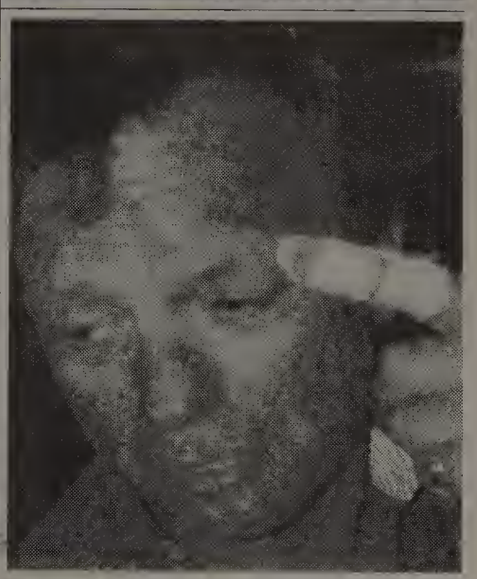












Clockwise from bottom left: Doug 'the strongest man in sports' Rastello, who easily swings a swings a 10-ton keel with just one hand. Mischievous, a Meritan 65. A racing tri, her identity obscured by spray. The Spin 1 start of race three — a Volvo 60; Titan, an R/P 75; Equation, an Andrews 70; and MaxZ68s Pyewacket and Morning Glory. Newport Beach's Sunny Seegmiller limbers up for another hard day of racing. The Atlantic 55 cat Rocketeer rocks in the Anguilla Channel. Rocketeer's skipper Charles Nethersole point to where he got wounded. The classic 70-ft ketch Kim plunges into a swell . . . and a short time later lost her mast. The tri Claris approaches warp speed on the first race. Inside shots; the view of a small port of the fleet at Marigot Bay, and Tryst, a relentless little red tri. Photos by Vincent C. Rubino, Devan Mullins, Dona de Mallorca, and Latitude/Richard.

tricolor down into the cockpit, and tortured roller bearings escaping from blocks.

Conditions for Sunday's fourth and final race were ideal — 12 to 24 knots of wind with much smoother seas.

The big news from the glamour match-up between *Pyewacket* and *Morning Glory* was that *Morning Glory* bested *Pyewacket* by finishing first in division to the latter's third. "We just sailed a little smoother," said Novato's Dee Smith, project manager and tactician for *Morning Glory*. But the raw speed potential of both boats was as great as expected. Everyone from Smith to *Pyewacket* navigator Stan Honey reported that the combination of the canting keel and canard rudder was devastatingly fast. "The boat pointed about three degrees higher and sailed about a half-knot faster upwind than the old *Pyewacket*," said Honey, who was disappointed that the maxZ86 hadn't beat maxi cat *Playstation's* record for the around-the-island race. (Honey

GREAT FUN FOR EVERYONE

also navigates on that cat.) "The new boats are faster on all points of sail," said Smith, "and except for the fact that everything is so huge, they're easy to sail." With both the boats and the technology so new, the crews are just learning how to get the most out of them. They will meet again at Antigua Sailing Week in late April.

It's notable that *Morning Glory* was driven by her owner, software giant Hasso Plattner, the German — and sometime resident of Northern California — who made his fortune creating SAP. A lifelong sailor with lots of experience driving dinghies, Plattner is an accomplished racer. Oddly enough, Smith said it's not entirely clear whether *Morning Glory* is faster than Plattner's new cruising boat, the super-sleek 147-ft *Visione*. When we tried to corner Plattner for a photo after the last race, we were too late. He'd flown off in his jet even before all the boats in his division had finished! Ah, the life of a billionaire.

What's not to like about the canting keel boats with canard rudders? Engine use seems to be the biggest thing. The keel trimmer — who almost constantly must work four buttons at three speeds to place the keel in the optimum position — is only able to do so with the assistance of the engine. Each time the keel is trimmed, the engine revs. It's not only noisy, but poses an ethical problem for some purist sailors.

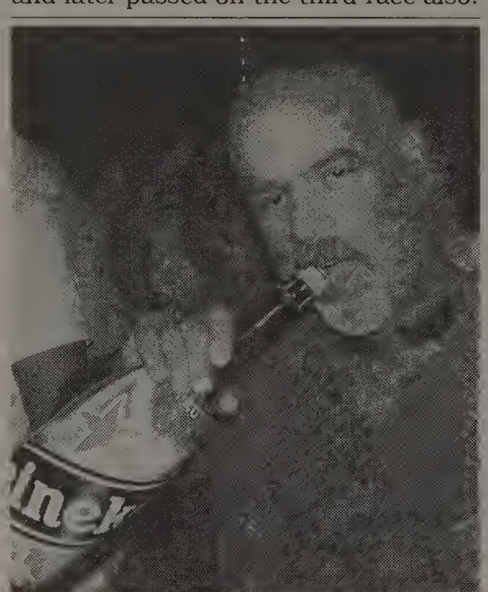


Cheri Sogsti of Newport Beach was the cheerleader for a crew of 14 which won top honors in the 118-boat bareboat fleet.

There was a considerable California presence at the Heineken, as Smith runs *Morning Glory*, and *Pyewacket* had a mostly Californian crew. In addition, placing second in Spinnaker 1, between the two new giants, was Roger Sturgeon's R/P-designed TransPac 52 *Rosebud*, whose crew was mostly from Santa Cruz. Their performance was dazzling.

Californians kicked butt among the hordes of charter boats, too. Prior to the regatta, we'd taken a bunch of folks from Newport Beach — including multi-Ha-Ha vet Cheri Sogsti — on a fun tour of St. Barth aboard *Profligate*. We knew they were going to do the Heineken, but we didn't realize they'd do so well. For when all the spray had cleared, co-skippers Phil Otis and Mark Duranty, assisted by a crew of 14 (!) on a Beneteau 45f5, had been awarded the Columbus Cup for being "the most worthy" of all 118 charterboats. That means they'd won the most competitive class most convincingly. It wasn't easy, as they had to overcome broken halyards, lost battens, fouling another boat, and perhaps too many crew. Their victory was dedicated to the memory of Cathy Sims of California, who had been their lead grinder at the 2003 Heineken. She'd recently lost her battle with cancer.

As for the California catamarans *Little Wing* and *Profligate*, it wasn't the most satisfying regatta because of the sea conditions. Racing a catamaran/home upwind in 30 knots isn't a problem when the water is relatively flat, but when the seas are short and steep — as they were, with the current against the wind in the Anguilla Channel — it seemed needlessly hard on the boat and gear, and unnecessarily reckless for the safety of the crew. So after breaking several lines and blocks in the first race, we dropped out and later passed on the third race also.



Novato's Dee Smith hams it up for the camera after doing a superb job as project manager and tactician aboard 'Morning Glory'.

On the risk/reward scale, we're confident that we made the right decision — particularly in view of the fact that three other multihulls were dismasted. We were happy with our boat-for-boat performance in the other two races that we did complete, but got hammered on corrected time. Other than the seas, it was a terrific regatta and we enjoyed the competition — particularly getting to race side-by-side with the likes of Volvo 60s and the maxZ86s.

As it was, some relatively ancient daysailing trimarans kicked cruising catamaran butt in the multihull racing division. It was wet and wild for those guys, who looked terrific coaxing the most out of their boats. We've never been big fans of trimarans, but we have to admit these guys probably got the biggest bang for the buck in the fleet when it came to speed.

From the reporter's notebook:

— For the first time in years, the St. Maarten YC has a real clubhouse. Previously they'd been operating out of a group of shipping containers.

— The Heinie is so organized that they had first-aid and rescue boats stationed all around the course — and one dedicated exclusively to the multihull class. It was a good thing, too, for when *Alacrity* dropped her mast, one of her crew was hit in the back of the head, smashing his face on the deck. He was almost immediately taken off by one of the rescue boats and rushed to the hospital. His injuries were not severe. When *Profligate* later had to stop on the course because of a broken reef block, a rescue boat was on the scene almost immediately to see if we'd stopped because someone had been injured.

— It may have been the pinnacle of our racing career! In the first race ever between the maxZ86s, *Profligate* beat them both to the first weather mark. And so what if the race committee had inexplicably started the Racing Multihull class 10 minutes before Spinnaker 1? This mistake was corrected the following day. Unfortunately, *Rosebud* didn't get the word and was very late to their start.

— In the vein of the 'whole island getting involved', girls from the local strip clubs dinghied through the anchorage soliciting business for that night.

Since 25 comes after 24, next year's Heineken — the first weekend in March — will be the Silver Jubilee. No matter if you've got a beach cat, a maxZ86 or charter a boat, you don't want to miss it. Just make sure you rest up your liver in advance.

— latitude 38

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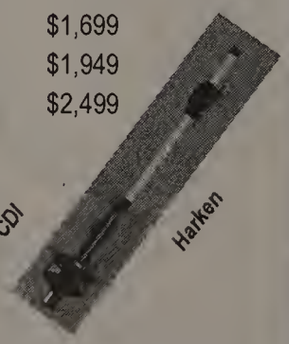
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THE LATITUDE 38 INTERVIEW, PART TWO:

JIM GREENE

We pick up here where we left off last month in our interview with three-time circumnavigator Jim Greene.

In case you missed the first installment, we should tell you that each of these trips was done on the same wooden boat — which wasn't designed for offshore sailing. The last two trips were made with his Swedish wife Anna, on a stunningly small budget. We caught up with Jim on St. Barth, FWI, this winter and found him to be confident, adventurous and quick to break into laughter.

You said that during your circumnavigations you always stop at Nat-Steel, and you always have a container of stuff shipped from the U.S. What's that about?

I was going to buy some new chain in Singapore my second time around, and the guys at the Nat-Steel Yard told me the local chain was lousy. Then I found out that I could buy a lot of space in a container — something like 8 feet by 4 feet — and have it picked up from my house in Massachusetts and delivered to the boatyard in Singapore for just $376. So for the last two circumnavigations, I made a crate out of 4' x 8' plywood sheets, and filled it with stuff like gel cell batteries, anchor chain, a nesting dinghy, all new cushions, and all the provisions we needed to make it the rest of the way around the world. My Dinty Moore, for example. I love that! (*Laughter.*) The corn beef hash and the fruit cocktails are a must. Canned bacon isn't bad either. And don't forget the real Vermont maple syrup!

After Anna and I returned to the boat in Singapore, we traveled down between Java and Sumatra to see the Krakatoa volcano. It still goes off regularly. We planned to go to the Chagos again, but there was a late season low, which meant headwinds, so we sailed to Cocos-Keeling Atoll instead. What a fantastic spot! We arrived during their off season, and found a perfect secluded anchorage. There are actually three main islands at Cocos-Keeling: West Island, where the mostly ethnic Europeans are; Home Island, where the ethnic Malays are; and Direction Island, where the yachties anchor. Did you know that Joshua Slocum had a harem there? It's true. The atolls have been run by the Clunies Ross family since the 1800s, and all the Clunies Ross captains are buried there. The family even used to have their own currency. But in recent years both the Australians and U.N. have stepped in to assure minimum standards of living. But what a great place!

One of our next stops was Nosy-Be, an island about the size of St. Barth just off the northeast coast of Madagascar. There's a 150-mile stretch along the leeward coast of Madagascar that offers the best cruising I've ever seen, with great anchorages about every 15 miles. Little Nosy-Be is just off that coast. There's no civilization there, just a few primitive villages. It's ultra cheap, the people are nice and honest, and when we were there, the French had just been kicked out. It's the region's tourist area, but there really isn't any formal tourism, and it's only been open to boats for a few years.

Then we continued on to Richard's Bay, South Africa. We were only a few miles from shelter, but just couldn't make it for something like 36 hours.

How did Anna respond to that rough weather?

She took to offshore sailing very well.

After Africa, we continued up the Atlantic again and back to St. Barth. We arrived two days before my 50th birthday, and saw all our friends. We stayed for another year, then left again.

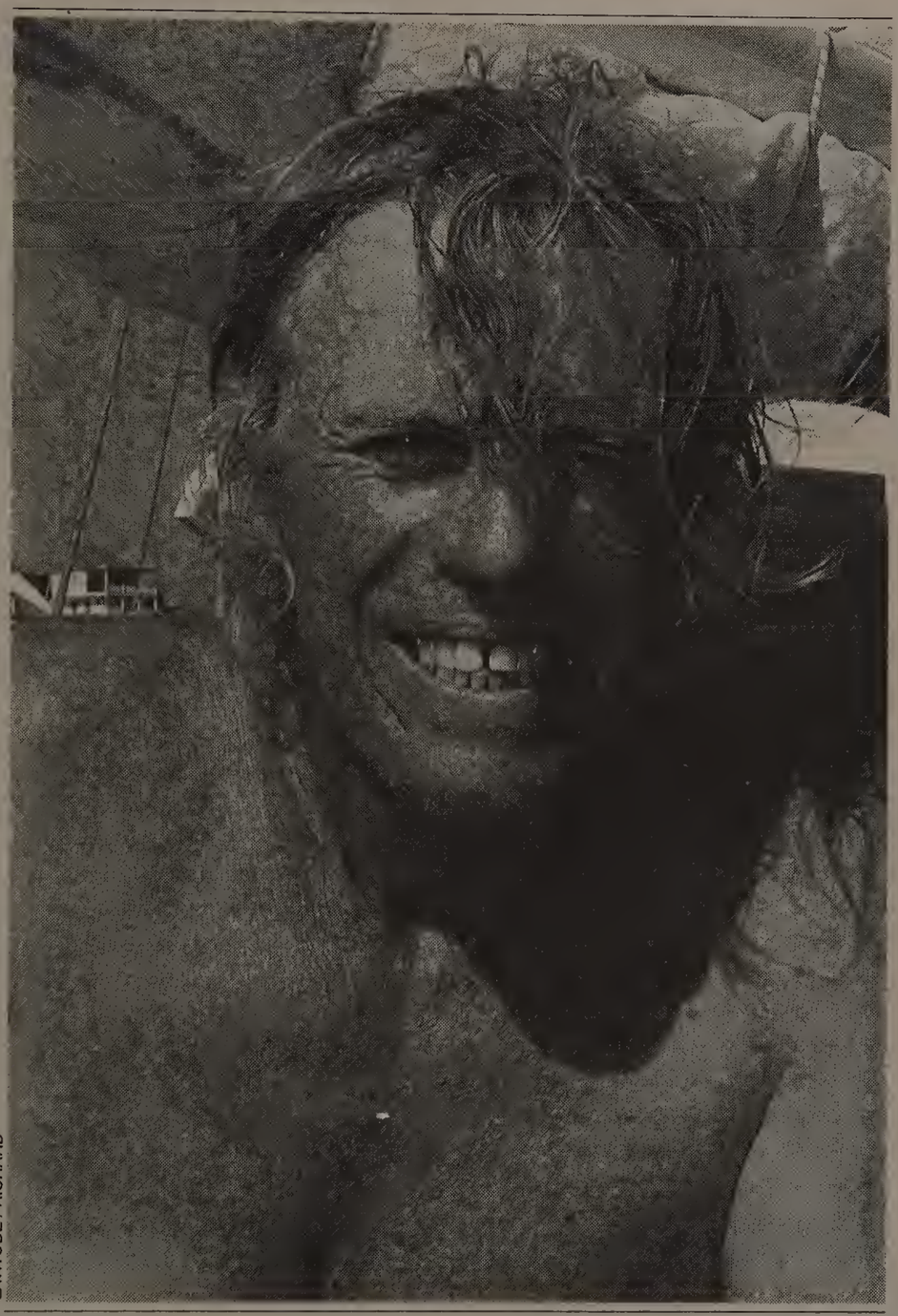
On another circumnavigation?

Yeah. (*Laughter.*) When we first got back, I delivered the steel motorsailor *Veritas* to Europe for the woman owner — she's the one who has loaned us her Transat 20 to live aboard in St. Barth for a few months this winter. After that delivery, I got back just in time for hurricane *Luis* in September of '95. We had three hurricanes hit the St. Barth/St. Martin area in three weeks, and *Luis* was by far the worst, with 80 to 200-knot winds. I was scared to death. You've never experienced anything like it. I heard that 700 boats were destroyed in Simpson Bay in St. Martin, where I'd gone with *Tango II*. When the hurricane had passed, I only saw four boats besides *Tango II* that had survived. She'd been hit by eight boats, and had been holed on the port side. Then there was another big hurricane a week later. So Anna and I didn't like that. The following July, the St. Martin/St. Barth area got hit by the first July hurricane ever, and a boat dragged down and smashed into *Tango II*. "That's it!" we said to each other. So we provisioned the boat and took off around the world again.

This was the summer of '96, and we didn't leave until July, which is really late in the season. It made everything different. After the Canal, we cruised down the coast of Peru to get a better wind angle for the Galapagos, and saw the Andes, which was neat. But the Peruvian Current is cold! Even though we were close to the equator, the wind chill was down to 46 degrees in the cockpit. When we got to the Galapagos, we were the only boat there. The new port captain was a young guy in a soccer uniform. The normal drill was for cruisers to say they had boat

problems and needed an emergency permit to stay for 72 hours. I told the port captain we didn't have any problems, and without our asking, he gave us 10 days. The only favor I wanted was to be able to anchor around the corner in front of my friend Franklin Angermeyer's house. The port captain agreed, so we had our own private anchorage.

As it turned out, Franklin was on charter with his three-masted sailing ship, so we didn't get to see him. The Angermeyers are the founding family of the Galapagos, and had originally come over from Germany. I met Franklin's father Gus, who, along with his parents, had been the first modern settlers. He lived in a cave, and had a couch frame made from the vertebrae of a blue whale. When he met Anna, he asked her what languages she spoke. When she said Swedish and English, he said, "Bah! I suppose you don't speak the tongue of the master race!" (*Laughter.*) Those Angermeyers are a little strange.



LATITUDE / RICHARD

Then we continued on to Suvarov, Samoa, where we did some varnish on a purse seiner to make some money, and then headed north like we usually do. Once across the equator, we stopped at Kosrae, the southernmost island of Micronesia. It's known as the Garden Island, and has a great jungle and waterfalls, with oranges, limes, and mangoes growing wild everywhere. We spent a month there. You can't walk on Korsae because everyone stops to pick you up. One day an English-speaking Micronesian picked us up and asked if we were enjoying ourselves. We said we were, and a short time later he dropped us off at the post office. Pretty soon there was a big stir among the population wanting to know who the Americans were that had been picked up by the President of Micronesia!

We continued on to Ponape, which has these huge waterfalls that are so incredible it's hard to believe that they aren't fake. And once again we visited Yap, which is like the Bahamas, low and not so lush. But the people are wonderful. We visited with this 80-year-old one-armed guy at his home, and he broke out some coconut whiskey — and his stash of pot! (*Laughter.*) And like everyone else there, he crewed on betelnut. Every-where you go, people have red lips from the betelnut and Maxwell Coffee cans to spit into. I tried betelnut and hated it. (*Laughter.*)

Then we made the passage to Singapore via the Central Philippines, cutting through the Sulu Sea, which is a big pirate area. We traveled without lights. We cut between Borneo and Palawan, just a one-mile-wide stretch leading into the South China Sea. This was another time when we could use some help, as we were almost out of fuel, there was no wind, and we were still 400 miles from Singapore. I saw a big tug working an oil rig and decided to ask for fuel. Poor Anna was so embarrassed that she wouldn't even come up on deck. The tug was the *Ocean General* from Louisiana with some Americans aboard. The rep from the oil company was there, and said that sure, we could have some fuel. The tug was anchored in 1,500 feet of water, so we motored by and threw them a line with all our fuel jugs attached. They filled up the jugs, threw us the line, and we pulled the jugs through the water to the boat. It worked perfect and we got 100 gallons. There was no charge. All they wanted to know is if we needed anything else. So we motored to Singapore sipping cold drinks.

Rather than going by way of South Africa again, we decided to go via the Red Sea. So we visited Thailand — where the customs form asks you how many 'tails' of opium you're carrying — the Maldives, Oman, and all those places. This was in '97 and it was still really safe, except halfway up the Red Sea. We were told that we couldn't move at night, because there were Humvees along the shore with radar, and they would shoot anything that moved. But we made it. I didn't like the Med because it was too windy. For example, we left Crete three times, and each time got hit by Force 8 winds. The real problem was that we were in such a hurry to get to the Fredrickstad Boatyard

in Norway for *Tango II*'s 50th anniversary party. We made it, and our getting there with the boat was The Thing, because the famous boatyard had become a museum, and *Tango* was the only boat from there to have sailed around the world.

Then you crossed the Atlantic back to St. Barth?

We went through the Kiel Canal, sailed down to the Canaries, and crossed the Atlantic in January, seeing all our old friends in St. Barth again at the start of 2001. While in Canaries, I'd put an ad in the *Sunday New York Times* saying that a three-time circumnavigator and his boat were available for charter in the St. Martin/St. Barth area. When we arrived, we had two two-person charters booked. As the plane unloaded, I tried to pick out which couple would be our guests. When I saw a couple with the woman in a wheelchair, I knew it couldn't be them — but of course it was! (*Laughter.*) The husband said, "I have to warn you, when getting from the dock into the dinghy, my wife tends to fall into the water." (*Laughter.*) Oh, geez! But it worked out all right. In fact, they came down and did another charter with me.

What did you charge?

We charged $300/day per couple, including food, but not drinks. But two charters gave us all the money that Anna and I needed to see us through the season.

We laugh about that now. But it was so rough for so long that I temporarily lost my equilibrium.

Other than the hurricanes, what's the worst weather you've been in?

Once it blew like stink for the entire 23-day passage across the Indian Ocean from Cocos-Keeling to Madagascar. The rail of our little meter boat was under so often that we had four inches of marine growth on the leeward deck! About two weeks into the passage, I said to Anna, "You've been below for a week, come up on deck." She screamed back, "I haven't been on deck in a week, and I won't be coming on deck today, either!" We laugh about that now. But it was so rough for so long that I temporarily lost my equilibrium. After a passage like that, you say, "I'll never do that again", but you quickly forget.

What's the most interesting place you've been to?

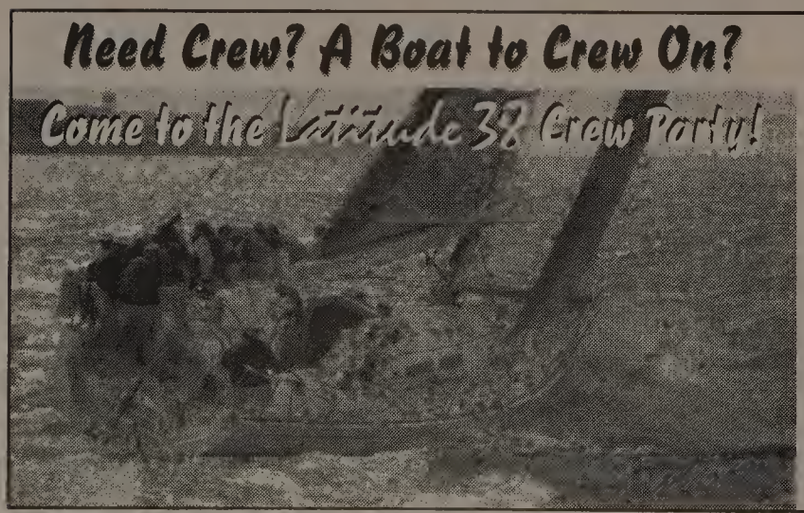
That's easy, Tikopia — which is why we named our daughter after it. While in Samoa on my first circumnavigation, I met these BBC people who'd rented a ship and gone all around the Pacific looking for the most remote island. They found it at Tikopia, which is a mile by half mile volcanic island at the very southeastern tip of the Solomons. It's not in all atlases. The first time I visited, I was singlehanding, and when I came into view it was like in the movies when the *Bounty* arrived at Tahiti — everybody rowed out in canoes to bring gifts of flowers and fruit. (*Laughter.*) It was unbelievable. They guided me around the back of the island and showed me where to anchor.

Having watched the BBC documentary, I knew the protocol. So when I came before the chief, I crawled up to him on my hands and knees, and presented him with my gifts — five gallons of kerosene, a 50-lb sack of onions from Samoa, and a calendar of naked Tahitian girls. He sure loved that calendar! (*Laughter.*) After presenting the gifts, I crawled out backwards on my hands and knees, the way you are supposed to.

What a place! Everyone has all their hair shaved off because of lice, and they smoke wild tobacco in clay pipes. They have no concept of time or money. The chief sees that everyone has seeds with which to grow food, and the women tend to the crops all day. The men make canoes from logs that wash up on the shore. They make nets from reeds to catch fish, lighting coconut husks to attract them with light. When I visited for a second time with Anna, we brought along a damaged net from a purse seiner and showed them how to use it. Their fish catch went way up!

On my first visit to Tikopia, there was no common language between us. On the second visit, the chief's son — who had been off studying the first time I stopped — was there and spoke some English. When I asked him how old he was, it was clear they had no concept of time. Then I showed them a video of Samoa, to show them where their ancestors came from. That was all right, but what they really, really wanted to see was a photo of a policeman. (*Laughter.*) They couldn't grasp the idea of what a policeman might look like or do. I finally found a photo of a policeman directing traffic. They inspected it very, very carefully, noting what he was doing, wearing, and all that.

One day, I invited the chief to bring a couple of friends out to the boat for dinner. Anna started making something in the oven. Then I saw the chief coming out to our boat with 20



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canoes full of people! (*Laughter.*) "Turn off the oven, Anna," I said, "and start making some popcorn." (*Laughter.*)

Jim: After the third circumnavigation and the two charters in St. Barth, I sold a farm that had been in the family for 150 years, and we bought a barnlike home in the middle of Martha's Vineyard. We thought Martha's Vineyard would be a great place to live and raise our daughter, but now I'm not so sure. It's 41° up there right now, which is why the three of us are living on this 20-footer in St. Barth for a couple of months.

You don't charter out of the Vineyard anymore?

The boat is up there right now, but no, there are way too many boats trying to charter in the summer. Besides, there are better ways to make money in Martha's Vineyard. Everybody is so rich, that in the season money is no object to getting anything done. For example, a guy asked me for a bid to paint the trim on his house. I came up with $6,000, but the guy running the house told me it was too low. After several false starts, he finally got my bid up to $14,800. All the owner wanted to know was how soon I could start. (*Laughter.*) I think I made $95/hour painting that trim. It's the same thing with the rich people on this island. During the season, money is never an object.

Anna has a landscaping business in the Vineyard and we have a nice and simple life in a rural part of the island. But I'm happy to live on a boat. And there's plenty of room, even on our little meter boat.

What about a fourth circumnavigation?

Number four would be tough. Other than the Hiscocks and racers, I don't know anybody who has gone around four times

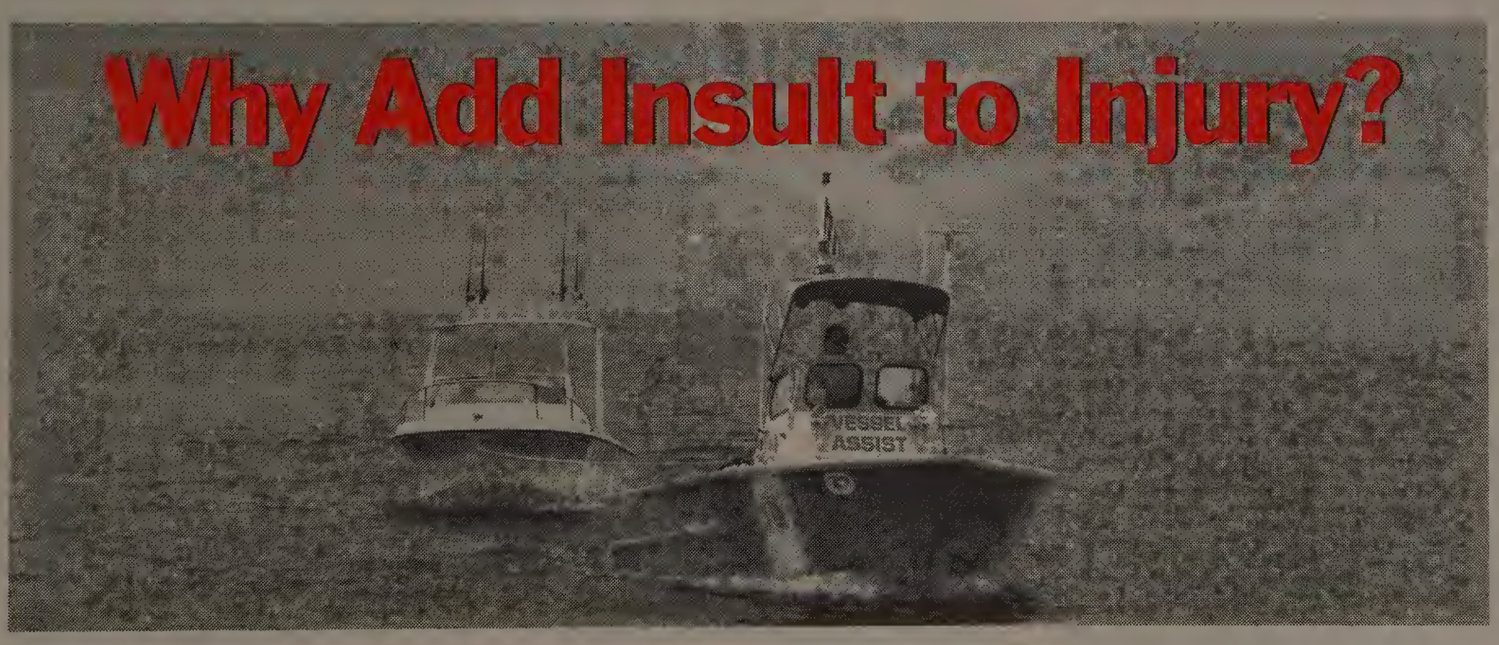
It gets harder each time you go around, because the more you know, the more you worry about.

— and not anyone on the same boat. *Tango II* could do it, as she's still in great shape. But in a way it gets harder each time you go around, because the more you know, the more you worry about. In that sense, being naive can be beneficial because you don't have so much to think about. But to sail to far-away ports and visit old friends, that's the thing. And I love ocean people, because unlike people ashore, they have no time for bullshit.

Merci beaucoup, Jim!

— latitude

***Readers — As we noted last month, Jim asks that all his old friends contact him at* tikopia@gis.net.**



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The procedure was simple enough, and I had done it a thousand times before — plot a position on the chart, draw a line, and determine the compass course to the windward mark. But something wasn't right. The line didn't look straight, the chart table didn't feel flat, and the direction of gravity seemed to have no relation to the way the sail ties were swinging from the overhead hand rail. I turned my head for a quick glance at the GPS mounted to one side of the nav station. It was a big mistake — everything inside my head still felt like it was aimed 90 degrees away from the direction my eyes were now pointing.

"Maybe I can do all this on deck with my handheld GPS," I said to myself after realigning my skull with its contents. Slowly, cautiously, with long slow breaths and very tightly-closed lips, I worked my way back up into the cockpit for some fresh air and a good look at the horizon.

"Ready for some relief at the helm?" I asked hopefully, swallowing hard as I felt high tide in my stomach.

"Okay, in a little while," said the boat's owner and skipper as he crashed through another big wave that sent a cold saltwater shower over the cockpit. "How do we look on this course?"

"Let's come up another five degrees just to put some in the bank," I managed to answer, although it was just a guess.

"The wind usually lifts a little out here," said Lee Helm, the person responsible for me being cold, wet and queasy on someone else's big ocean racer instead of happily varnishing my brightwork back in a warm and calm marina inside the Bay.

I tightened the drawstrings on the hood of my foulies, wishing I had put on another sweater while I had the chance. But there was no way I was going below again to add another layer. I switched on the little handheld GPS after retrieving it from an inner pocket of my gear.

Lee, meanwhile, had slipped down the companionway and was now rooting around in the icebox.

"Anyone want a sandwich?" she called up from the galley.

She was answered with total silence from the rest of the crew.

"We have seafood salad, turkey, corned beef. . ." she called out again. "And like, hey, there's sour pickles in here, too!"

Evidently that was the last straw for a shipmate who was in far worse shape than I. He lunged to the leeward side of the cockpit and attempted to set a new record for distance, volume, and sound effects.

"Put that guy on the wheel!" said another one of the crew from the windward rail.

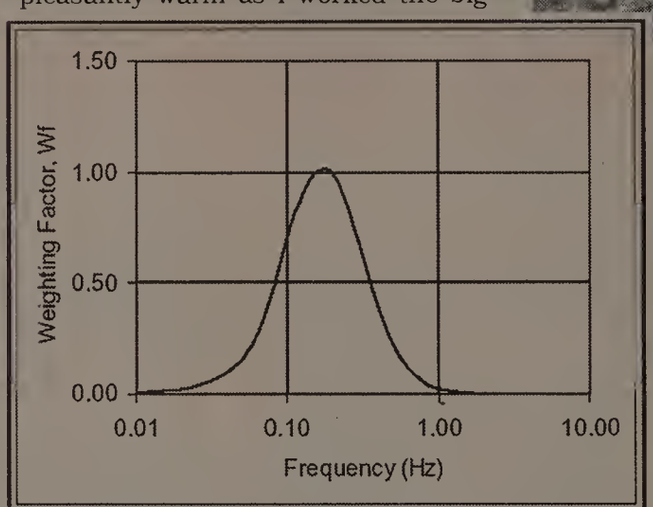
The owner pointed to the stricken sailor, then to the helm, but there was more to come up and it was all he could do to refuse the offer by shaking his head.

Meanwhile, my GPS was showing our position, but getting it to tell me the course to a previously installed waypoint had suddenly become a very complicated procedure. I looked back at the owner and asked him again if he wanted some relief at the helm.

"Okay, I'm ready for a break," he answered mercifully.

I put away the electronics and slid aft, taking over the wheel between waves.

This was a million times better. The boat's motion suddenly seemed to make sense again, and in a few minutes I was pleasantly warm as I worked the big yacht around and through the blue-green wave tops and foamy breaking crests. What fun — and what a contrast to a few minutes earlier.



"Lee!" I shouted. "While you're down there, could you check our over-the-bottom course?"

"For sure," she answered through a mouthful of food, reporting a minute later that we were tracking just a little high but that she thought the course was okay.

The wind was still building, the waves were as big as ever, and when one of the crew on the windward rail went below for some more gear, he came up absolutely green. His rail-mate was feeling it too.

Lee offered the owner a sandwich, but he refused. "I'm going to go off-watch for a while," he announced as he went below and lowered himself into the leeward pilot berth. "Let me know when we're ready to hoist the chute."

"At least our skipper has enough sense to get horizontal with his eyes closed when he's not driving," I thought to myself, "although he really should be on the windward side."

Lee tried to sell some sandwiches again, poking her head and shoulders out of the slightly open main hatch. I warned her to duck just in time to avoid some predigested breakfast flying across the cabin from the windward rail. Finally she understood what was going on.

"So you mean, like, we are the only ones left sailing this boat?" she said after taking a good look at the disposition and facial coloration of our crew.

"What do you mean 'we', paleface?" I joked. "Before I bullied my way onto the



LATITUDE/JR

Above, the bouncy first days of an ocean race are usually the hardest on 'un-habituated' stomachs. Left, the negative effects of oscillatory motion on humans, from ISO 2631.

helm I was going down for the count with everyone else."

"Like, I guess chart work is a challenge. . ." she ducked a few gallons of solid spray blowing over the companionway hatch, "in this bouncy stuff."

"And it doesn't affect you at all?" I asked incredulously, watching her enjoy the sandwich.

"There might be a combination of sea state and vessel response amplitude operators with my name on it," she said, "but like, I haven't run into it yet. Or maybe it's my vitamin B supplements. Which reminds me. . ."

She disappeared below again and came back a couple of minutes later with a small plastic bag. "Try one of these," she said as she offered what appeared to be a lollypop to the aftermost lump on the windward rail. "It's got ginger in it, and will stabilize your blood sugar, too."

A hand slowly reached out from the lump, took the candy, unwrapped it with great difficulty and pulled it toward where the lump's mouth was probably hiding inside the folds of its cowering form.

"Here, Max, you should have one too."

"What are these things?" I asked as I put one in my mouth and tasted the strong flavor of ginger.

"Queezies," Lee answered. "Just another form of ginger candy, but the lollypop form factor makes it, like, a kind of time release."

The other railbirds, noting a new sign of life from the crew who did not look so much like an inanimate lump anymore, asked Lee for "queezies" too.

"Hey, this one says 'preggie' on it," complained the biggest and most miserable-looking of the sailors holding down the forward half of the rail.

"It was first developed for morning sickness," shouted Lee into the wind. "You know, like, anti-nausea. But the woman who formulated them had some friends with a fishing boat, and that guy started passing them out. His passengers said they worked, so she repackaged and relabeled the stuff for the anti-seasickness market. But like, it's exactly the same stuff. Available in ginger and a few other herbal remedy flavors."

I could tell that the big foredeck crew really wanted it to work. He smiled, he sat up straighter to get his weight farther outboard, and he chomped down on his "preggie" lollypop 'til he had eaten the whole thing in just a couple of bites. Then he threw his body to leeward and let fly with an awful roar, not quite missing the deck. ("He'll win in the color category, honorable mention for sound effects, but a poor mark for accuracy," I concluded silently.) It was washed off by clean seawater in short order.

"Like, it doesn't always work," conceded Lee. "But even those acupressure bands are only good on about 10 percent of the people who use them, according to Navy research on the problem."

"Has the Navy figured out why people get seasick in the first place?" I asked.

"That's been well known for a long time," Lee answered, thinking my question had been a serious one. "Lots of poisonous stuff in the natural human environment is neurotoxic and causes disorientation. So it's an important survival reflex to throw up if you become seriously disoriented. The vestibulo-ocular-gastric reflex: It's not a bug in our physiology, it's a feature!"

"A feature I could have done without," I said, deftly maneuvering around the next ugly breaking wave crest as I gained some more skill with the big boat in this nasty sea state.

"Most people can pretty much turn off the reflex by lying down and closing their eyes," Lee continued. "That way the inner ear stops trying to figure out which way is up, and doesn't have to argue with the conflicting visual and tactile inputs."

We sailed along for another few minutes as I concentrated on the waves and the steering (while looking at the compass as little as possible). But I was in terror of one of the other crew recovering enough to demand their own turn at the wheel.

"Hope I get used to this before my trick is up," I remarked.

"Habituation usually takes 36-48 hours of exposure," Lee informed me.

"Come on, Lee," I complained. "Couldn't you have at least told me that I'd be used to it in 30 minutes and set me up for an easy placebo cure?"

"Like, sorry," she said. "but there are no placebos at sea."

I wasn't sure I agreed with that, but the debate was enough to keep my mind off the condition of my upper digestive system.

"So, if you've been following the research," I finally asked, "has the Navy made any progress in finding a cure?"

"They try every drug that comes

around, but they all have side effects," she said. "The treatment that actually does work is classified, but when you think about it, it's like, really pretty obvious."

"You mean the Navy really does have a cure for seasickness?"

"99 percent of us have a built-in cure. You know, like, on the third day out when even the tough cases finally get acclimated."

"That's really true," said the former lump, having been mostly revived by the ginger candy. "There is no better shipmate than someone who has been sick as a dog for the first two days, strapped in a berth and practically forgotten by the rest of the crew except when they change his bucket. And then he finally gets up on day three and eats like a horse, just loving life because they are out in the ocean in big waves and — finally — he's not sick anymore!"

"You know this from experience?" I asked.

"Do I ever!" he admitted.

"So how does the Navy cure seasickness?" I asked again.

"Spill!" insisted the crew on the rail.

"Like, it really is classified," insisted Lee. "I only found out from someone I worked with on a ship motions consulting project."

We threatened her with keelhauling.

"Okay, but like, you didn't hear this from me. And like, I wouldn't tell you if it hadn't been published in an obscure journal anyway."

We slammed into another big one, showering the cockpit in more cold spray and earning me some very angry looks from the rail. I promised to pay more attention to my driving and less to Lee's science reporting.

"They like, don't really cure seasickness," explained Lee, "but they have figured out how to prevent it. They pre-habituate. That is, they figured out how to reproduce motion sickness in the lab, on a simulator. You put on the virtual reality goggles, sit in a special chair made from parts of an old full-motion flight simulator, and program in the kind of ship and the sea state. Barf-O-Matic!"

"That sounds like the opposite of a cure," I observed.

"But like, if you do it for a few hours every day before a deployment, you'll already be fully acclimated to the motions when the ship sails. No drug side effects! And almost total effectiveness."

"Must be hard on the upholstery," quipped the crew.

"How is this going to help us?" I asked. "Even if I had the special goggles and the moving chair, am I really going to sit in the office throwing up for two days before every ocean race?"

"That's the real challenge," said Lee. "Figure out how to turn this into a consumer product. The VR goggles are almost here at consumer prices. Like, that part is easy. The computing power is easy. The software can be written. It's the moving chair that's the hard part, and we don't know how much simplification the system can tolerate and still work."

"Will it need linear motion, or is pitching and rolling enough?" asked the crew.

"I think it could be done with just the linear motions that are coupled to pitch and roll," said Lee, "as long as there's some distance between the pitch and roll centers and the inner ear."

"So it would be a chair on a bongo board?"

"Need different frequencies in pitch and roll," she continued. "Think double rocker setup, like gimbals, with motion sensors. The VR Goggles already have rotation sensors to change the image to correspond to head motion. We'd have to have another set on the chair. Then you would see a picture that doesn't quite match what the chair and head motions would make you think you should see, altered by the orbital accelerations of the sea state as modulated by the vessel response. It could work."

"Maybe it would work with just a standard-issue rocking chair, the VR headgear and the computer," said the crew, now fully recovered and apparently preoccupied with entrepreneurial fantasies. "This could be the product of the century!"

"'Cept a normal rocking chair won't work," said Lee. "A normal rocking chair is designed to be comforting, because it rocks at the same frequency as an infant being carried by a parent. I mean, like, after correcting for the scale effects of the adult versus the infant inner ear fluid dynamics."

They debated whether the good and bad frequencies really should change with age — was it neurological or hydrodynamic? All the time I could see the foredeck crew, sitting farther forward on the rail, turning brighter shades of green and finally covering his ears. It was not his favorite topic just then.

"There's even an ISO standard for negative human response to oscillatory motion," Lee noted, "although it doesn't address how this changes with age, or look at whether there is a similar peak for positive effects."

"Is the Navy's research published anywhere?" I asked.

"Like I said, it's top secret. I mean, just think how big a problem this must be for amphibious ops — jamming all those guys into landing craft or floating personnel carriers designed more for land than water, and expecting them to hold onto their cookies as they motor in from the ocean and through the surf. Thing is, the Navy doesn't publish the good stuff. But there is a journal called *Aviation, Space and Environmental Medicine* that has the public side of the research in all this."

"Can I search the abstracts on the web?"

"For sure. But like, most of it just proves what we already know: Certain frequencies are bad, it's better when you lie down and close your eyes, the driver doesn't get sick as easily, stuff like that. One interesting result is that significant adaptation lasts as long as a month."

"You mean if we build this pre-habituation machine, it could prevent motion sickness for a month with one treatment?"

"It takes a few days of intermittent preconditioning to become fully habituated. But it does work, and, like, it works for almost everyone."

"As long as I can watch movies or read email while I'm on this machine — and as long as I can gradually turn up the... what would you call it. . ."

"The nausiogenic effect?" suggested Lee.

"Right, thank you. As long as I can turn up the nausiogenic power gradually so I don't have to blow every meal."

"It's amazing that this thing isn't on the market already," I remarked.

"Big pile of *dinero* to develop the consumer version," said Lee.

"Let's build it," said the crew. "Where do I send my check?"

"Very big check needed. And like, I thought you were just another poor sailing bum."

"That's what I play on daytime TV," said the crew. "I'm a partner in a venture capital firm. We can do this."

"There's just one problem," said Lee in a very serious tone. "Now that I've told you about the top secret military cure for seasickness, I'm going to have to kill you all."

"Please do it soon!" groaned the foredeck crew.

— max ebb

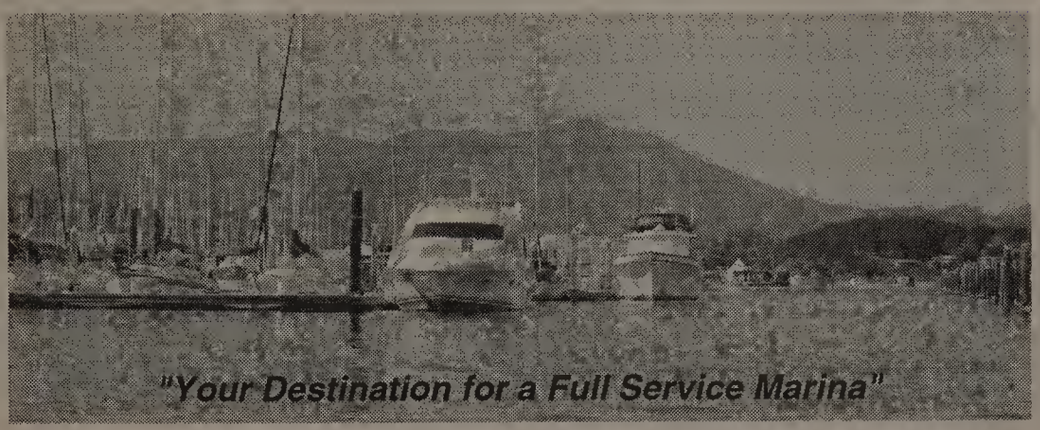
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2004 BIG CREW LIST —

Last month, we ran the Racing Crew List. This month, we run the List for everyone else. So if you're looking to co-charter, boat swap, go cruising, or just daysail — you're in the right place. Whether you're young or old, male or female, experienced or completely new to the sport, you're likely to find someone on the next few pages to go sailing with this coming summer.

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

If your name appears here, chances are you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name using the information in the gray boxes (highlighting the most desirable aspects using a red pen), and then start making calls. Of course, if you're listed here, you will most likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to *be* listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of *Latitude* — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the skinny box at the top of this page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

So what do you say when you get called or make calls? The interviews you will conduct with your prospective skipper or crew will vary with the situation. People joining up for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same people. Here's a general guideline for the more involved Crew List situations:

If we were looking to crew on a cruising boat, we'd certainly ask a potential skipper about his experience, planned destinations and itinerary — and how flexible those latter two are. We'd ask about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties he expects of the crew — shopping, painting, cooking, etc. We'd ask when the boat was last surveyed, how much the skipper prefers to sail vs. motor, amenities aboard (hot/cold water, refrigeration, etc.) and what primary and back-up navigation systems he uses. Don't forget the 'little' stuff, either, like on-board rules regarding smoking, drinking, snacking, playing music, entertaining guests, bathing and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It's worth noting here that, to some skippers, people with little or no experience are preferable to those with lots of sea miles — they're easier for the skipper to 'train' to do things his or her way.

By the way, it's a good idea to make a list of questions, make copies of that, and pull a fresh copy out for each new 'interview' you do. Otherwise, by the fourth or fifth call, you'll start to fuzz out over who said what. Trust us on this.

The Crew Listing process has put together thousands of crews over the last two decades. Most of them who 'wrote home' told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and *thanked* us for it.

And the popularity of the Lists continues. Of the four categories in this, our biggest listing of the year, three showed substantive increases, especially in the 'Daysailing' section.

Another advantage to having your name listed here is that you get in free to the Crew List party. If you haven't been to one of these in awhile, they've grown from relatively low-key get-togethers to multifaceted Events, complete with equipment demonstrations, T-shirt giveaways and the usual no-host bar.

This year's Crew List Party is on Wednesday, April 7, at the Golden Gate YC in San Francisco from 6 to 9 p.m. If you haven't made Crew List connections by then, you'll have a chance to do that at the party — 'Looking for crew' people and 'Looking for boats' people wear different colored name tags.

If your name appears here (or in last month's Racing Crew List), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you $5 a head to get in. Please try to have exact change.

Now for a medley of our greatest Listing tips, plus a couple of new ones:

• Call prospective crew or boat owners during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

• If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.

• Be honest. Plain and simple. It won't work out if you're not.

• References. A lot of people, particularly women, appreciate references before getting onto a boat with a bunch of people they don't know. For skippers, this can be as simple as giving out two or three phone numbers of crew who can vouch for your skills or character (clear it with them first, of course). References might also prove useful for experienced crew looking for new boats.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give

DIRECTIONS TO THE GOLDEN GATE YC

The Golden Gate YC is located in a modern two-story gray building in the San Francisco Marina. From the **East Bay**, cross the Bay Bridge, get on the Embarcadero and go north. Turn left on Bay and right on Laguna. Laguna turns into Marina. Right on Lyon and follow the parking lot around to the right, past the St. Francis YC and all the parked boats to the very end. Park near the old tower. From the **south**, take 101 to the Fremont exit. Turn right on Harold Street and go through three stoplights. Left on Embarcadero, then follow directions above. From the **north,** it's a bit tricky. Take 101 across the Golden Gate Bridge. Bear left after going through the Golden Gate toll plaza and follow the "Marina" signs. The first light as you approach Marina Green is Lyon, but you can't turn left there. So turn right, and another immediate right into the parking lot of the Exploratorium. Bear right. Follow the parking lot to the far end and turn right on Marshall. Pass under 101, then turn right on Mason. You'll now be on Presidio property. Marina intersects Lyon at the first stopsign, and this time you can turn left. Proceed as above. Note that you cannot drive all the way up to the GGYC clubhouse. Park at the far end of the parking lot and walk out the jetty to the club.

everybody a chance.

• If you're a man, please don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• We've been asked to address the issue of shyness, particularly for people attending the crew parties. We're talking now to the people whose 'assertiveness training' courses were as worthless to them as they were to us.

Here's a suggestions: bring a friend. It's always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. *However*, if the friend happens to be Johnny Depp or Catherine Zeta-Jones, find a different friend or come alone.

Well, that's about it. The whole thing's pretty intuitive once you get going, and if you're a typical Crew Lister, you'll be doing just the type of sailing you want this summer — and wondering why you didn't try Crew Listing years ago.

— latitude / *jr*

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Aaron Jones, 23, (520) 661-2407, aaronj39@hotmail.com ..... . exp 2/wants 10/offers 2,3,4,5 Greek,6,7,8-delicious cook & mechanically inclined.

Alan Courtney, 45, (720) 570-0754, ekalbla@aol.com ..... exp 1/wants 3,4,5,8,9,10/offers 1,3,4,7,8-bartender/people skills, in shape.

Andrew Peters, 32, (415) 377-6210, fotovista@yahoo.com ..... exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,4,5a,b-Portuguese/Catalan,7.

Aren Hansen, 25, (858) 663-1061, ahansen@ce.berkeley.edu ..... exp 2a/wants 1,2,3,4,5,6,8/offers 1,3,4,7,8-music.

Art Urbin, 52, (408) 985-2107, art@urbin.com ..... exp 4/wants 1,2,3,4,5,6,8,9,10/offers 1,2,3,4,7,8-Ham radio operator.

Ben Bernstein, 30, (415) 531-4671, friedsalami@hotmail.com ..... exp 2b/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,5a,7,8-plays guitar.

Ben Hackett, 18, (541) 346-9649, enjaminb@yahoo.com ..... exp 1,2/wants 1,2,3,4,5,6,7,8,9,10,11-anywhere/offers 2,3,4.

Bill Kindberg, 55, (805) 964-6809 ..... exp 3/wants 5,11 Baja Ha-Ha/offers 1,2,3,4,5a,7,8-boat building.

Bob Macomber, 59, (760) 788-6802, bobarete@prodigy.net ..... exp 3/wants 4/offers 2,3,7,8-Nav/Wx/philosophizing.

Bob Pezzoli, 59, (925) 631-0545, pezzoli@aol.com ..... exp 3/wants 2,3,4/offers 1,3,4,7,8-helm, cooking, some navigation.

Brian Krogh, 46, msg phone (530) 409-7297 .... exp 3/wants 1,2,3/offers 1,2,3,4,7.

C. Giowacchini, 50, (707) 938-1730 ..... exp 4/wants 5,9/offers 4,5a,b-Italian, Portugese, 8-50 ton lic.

Clarence Pitts, 64, (541) 347-4871, bcgold@aol.com .. exp 2c/wants 6,11-N. Calif., OR, WA/offers 1,3,4,7,8-ASA cert. 101,103,104,105.

Clive Foreman, 50, (408) 395-8403, clivef@verizon.net ..... exp 3/wants 1,2,4,10/offers 1,3,7.

Daniel Adamis, 51, (530) 894-7043 ..... exp 2/wants 1,4,5,8,9,10/offers 1,2,3,4,7,8-marine eng. 30 yrs at sea.

Dave F., 54, (707) 696-0701 ..... exp 3/wants 1,4/offers 2,7.

David Allen, 39, (408) 972-2681 ..... exp 3/wants 1,2,3,4,5,8/offers 1,2,3,4,7,8-scuba diver master, aircraft pilot.

David Hammer, 59, (530) 623-5418, hammer@snowcrest.net ..... exp3/wants 5,6,8,11-Puget Sound, Cuba/offers 1,4,5a,7,8-athletic, nonsmoker, scuba.

David Matt, 54, lodlm@earthlink.net ..... exp 3/wants 1,2,3,4,5,6/offers 1,3.

Frank Magnotta, 57, (925) 947-1463, magnotta1@yahoo.com ..... exp 4/wants 1,4,5,8,10/offers 1,2,3,4,7,8-cruised Mexico 2 years.

Fred Engerer, 65, (760) 727-3628, engererfrederick@hotmail.com ..... exp 4-40 yrs /wants 3,4,5,6,8,9,11-E. Coast, Europe/offers 1,2,3,7,8-retired, lots of time! Ex-safety eng.

Fred Scholz, 51, (530) 582-1105 ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,2,3,4,7,8-Bay rat since 13 yrs. old.

Friedhelm Brozio, (German), 50, (415) 504-7473, pivo.xxl@t-online.de ..... exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,2,3,4,5b-German,7,8-motivated/fast learner.

Gary Cobb, 55, (510) 724-7925, gdcobb@msn.com ..... exp 2c/wants 1,2,3,4,5,8,11-Panama Canal/offers 1,3,7.

George Louis, 52, cell (707) 290-1637 ..... exp 2c/wants 4,8,10/offers 3,7.

Glen Olson, 23, (916) 487-2791, gleniolson@hotmail.com ..... exp 3/wants 3,4,5,8,9,10,11-Indian Ocean/offers 1,3,5b-French,7,8-inquire.

Harold Jamison, 60, (510) 233-9690 ..... exp 3/wants 2,5,11-local coastal, Bodega Bay, Santa Cruz, etc./offers 1,2-some,3,4,7,8-sail 4 years, owned 2 boats, more/inquire.

Howell Hurst, 66, (310) 924-1026, halhurst@earthlink.net, P.O. Box 7254, Westlake Village, CA 91359 ..... exp 3-inquire/wants 10-Marquesas, round-world trek/offers 1,2-some,3, 4,5b-French, German,7,8-nav. keen helmsman, bosun's chair, basic repairs, etc.

Ian Maclean, 39, (415) 673-7864, imm@pacbell.net ..... exp 3/wants 10/offers 2,3,4,5-French,7.

J.C. Reynolds, 57, (510) 222-9235, P.O. Box 20277, El Sobrante, CA 94820, jcsstuff@aol.com ..... exp 3-refs avail./wants 1,2,3,4,5,6 (former Metropolitan YC member)/ offers 1,2,3,4,7,8-field engineer, good at jury rigging/improvise-inquire.

James Cooke, 38, cell (415) 310-4324 ..... exp 1-twice only/wants 1,2/offers 3,4,7,8-medical/RN.

Jeff Parish, 59, (510) 482-5527, taobuddy@pacbell.net ..... exp 3-long coastal/wants 4/offers 1,2,4,5b-French,6,7.

Jim Bradfield, 61, (541) 389-1038, jbradfield@bendcable.com ..... exp 4/wants 4,5,6/offers 3,4,7,8-general cruising skills.

Jim Labbe, 59, (925) 735-6568 ..... exp 3/wants 4-Baja Ha-Ha/offers 1,2,3,7,8-spinnaker exp, navigation.

Jim Pearson, 52, (510) 914-0647, (510) 521-8028 ..... exp 4/wants 4,5,8,9,10,11-circumnavigation/offers 1,3,7,8-navigation/diving.

Joby Joyner, 24, (360) 376-6201, hoby-hoyner@hotmail.com ..... exp 2c,3/wants 5,10/offers 1,2,3,4,5a,6,7,8-woodworking, nav., survivalist.

Joel Waldman, 75, (650) 327-4259, joelwal@sbcglobal.net ..... exp 4/wants 6,10/offers 1,2,3,4.

John D. Brannan, 18022 San Carlos Blvd. #65, Fort Myers Beach, FL 33931, (239) 466-6775, jdbran@earthlink.net ..... exp 3/wants 1,8,9,11-San Diego/ offers 1,7,8-raced snipes and lasers, owned Catalina 34 for last 5 years.

John Chambers, 54, (619) 990-4819, juanate@yahoo.com ..... exp 3/wants 4-Baja Ha-Ha/offers 5a,7,8-good health & attitude, Baja Ha-Ha vet-2003.

John McDonnell, 60, (303) 674-2197, jrmcdjr@netzero.com ..... exp 3/wants 1,2,3,4,6/offers 1,3,7,8-minor mechanical.

John Reed, 69, (510) 843-7755, joanjack@eudoramail.com ..... exp 2c/wants 1,2,3,4,6/offers 1,3,4,5a,8-retired physician.

Klaus Wilden, 60, (510) 525-3457, klauswilden@aol.com ..... exp 2c/ wants 4,5,8,9,10/offers 1,2,3,4,5b-German,7,8-general seamanship skills, knots, splicing.

Larry Freeman, 47, (907) 456-6358, meltalaska@gci.net ..... exp 3-long coastal/ wants 4,5,6,11-any 3-wk psg anywhere under sail/offers 1,2,3,4,7,8-EMT, geologist, father.

Leslie Waters, 60, (408) 270-7083, lesliewaters@att.net .. exp 3/wants 5,8,9/offers 1,3,4.

Manny Palachuk, 40, (503) 408-0857, happy_2b@yahoo.com ..... exp 2a/wants 4,6/offers 2,3,4,7.

Mark Christensen, 38, (415) 378-5392, mark.e.christensen@sbcglobal.net ..... exp 2c/wants 1,2,3,4,5,6,8,9/offers 3,4,7.

Mark Welther, 48, (510) 763-8101, cell (510) 459-1131, markwelther@yahoo.com ... exp 2c/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4-ok,7,8-big, strong, hardworker, easy going.

Mike C., 64, lat384c@mgb67.com ..... exp 3/wants 4/offers 1,2,3,7.

Norman deVall, 64, (707) 877-3551, ndevall@mcn.org ..... exp 4/wants 10/offers 1,2,3,4,7,8-navigation.

Patrick Eldridge, 26, (415) 382-1831, (580) 278-7295, patrickeldridge@hotmail.com ..... exp 2/wants 1,2,3,4,5,6,7,8,9,10,11-Ha-Ha '04 & anything/offers 1,3,4,5,7,8-inquire.

Patrick McIntosh, 65, (916) 488-4140, patmcin@earthlink.net ..... exp 3/wants 3,4,5,6,8/offers 1,4,7.

Paul Sable, 58, (831) 345-3540 ..... exp 3/wants 1,2,3,5,6,8,9,10/ offers 1,3,4,5b-French, Italian,7,8-carpenter, electrician, captain's license.

Pete Cahalen, 35, (510) 247-9927, exp 3/wants 4,5,8,10/offers 3,4,5a,7,8-welding, scuba.

Peter Muny, 48, (415) 927-1750 ..... exp 3/wants 5,6,7,8,9/offers 1,2,3,4,7,8-40 yrs exp.

Phil Schwartz, 48, (858) 775-1278 ..... exp 2c/wants 3,4/offers 2,3,4,7,8-first aid, scuba.

Reid Neubert, 57, (415) 924-8037, reid@neubertweb.com ..... exp 3/wants 1,5,8,9,10/offers 1,4,7.

Rich Waxman, 49, (415) 717-0513 ..... exp 4/wants 5/offers 1,2,4,7.

Rick Sorg, 61, sailorrick60@yahoo.com ..... exp 4/wants 4,6/offers 1,3,4,7.

Robert Betancourt Jr., 59, (209) 823-8704, badskpr1@aol.com ..... exp 2c/wants 10/offers-inquire.

Robert Wilson, 60, (408) 489-1207, robertew@verizon.net ..... exp 3/wants 1,5,8,9,10/offers 1,2,3,4,5a,7,8-bread baking, scuba.

Ronnie Colby, 29, (707) 825-1238, (408) 378-3732 ..... exp 2a/wants 11-all/anywhere/offers 3,4,5a,7,8-some sharing of expenses.

Sean Welsh, 25, P.O. Box 155, Port Hadlock, WA 98339 ..... exp 3/wants 4,5,10/offers 2,3,4,7,8-plays violin.

Stephen Erdos, 41, (415) 298-8999, serdos2001@hotmail.com ..... exp 3/wants 4,5,8,9,10-circumnavigate/offers 1,3,4,7,8-gen nav & crew handling, scuba.

Steve Bright, 32, (805) 813-0331 ..... exp 4/wants 3,4,5,8,9,10/offers 1,2,3,4,6,7,8-electronics, computers.

2004 BIG CREW LIST —

MEN TO CREW, CRUISING — CONT'D

Steve Lorenz, 59, (408) 839-1360 ..... exp 2a/wants 1,2/offers 3,7.
Steve Sproul, 55, (707) 953-1708, ssproul@sbcglobal.net ..... exp 3/wants 1,2,3/offers 2,3,4,5,7.
Terry Bossert, 40, (209) 598-5008, bossert_t@msn.com ..... exp 2/wants 1,4,5/offers 1 (1/2 mo.),3,7,8=Catalina 25 owner.
Tim Baiardo, 31, tbaiardo@netzero.net, (704) 763-9564 ..... exp 2c/wants 4,5,8,9,10/offers 1,2,3,4,5b-French,6,7,8-mech. eng. by degree.
Tim Page, 48, night (916) 624-9282, day (916) 669-1818 .... exp 2/wants 1,2/offers 3,4,7.
Tom Hein, 58, (831) 663-6721, cell (831) 596-2654....exp 4-most powerboats, some sail/wants 4,6,11-CentAmer, Canal/offers 1,2,3,4,7,8-CG adv.coastal nav cert., physically fit.
Trapper, 56, (858) 483-8727, loshermano@aol.com.....exp 3,4/wants 3,4,5,6,8,9,10/offers 1,3,4,7,8-navigation/medical, own safety gear, GPS, nav. tools.
William Teplow, 57, (510) 918-2210 ..... exp 3/wants 4,5,7,8/offers 2,3,4,5a,b-Hebrew,7,8-navigate, helm, sea legs, Baja basher.
Zack Lipson, 28, (415) 867-1040 ..... exp 2c/wants 1,4/offers 3,4,7.

WOMEN TO CREW ON A CRUISING BOAT

Adelina, 59, (831) 662-0836, sailingmom@excite.com ..... exp 3/wants 1,2,3,4,10/offers 3,4,5a,7,8-can share 1-2 wk expenses.
Allie Rowe, 37, (415) 771-5779, alison66@pacbell.net ..... exp 3,4-racing, charter in Carib/wants 1,2,3,4,5,6,7,8,9,10,11-Greece, Turkey,Adriatic Sea/offers 5b-French/Ital,6,7,8-provisions, racing experience.
Andrea Nelson, 27, (415) 595-5878, arnelson1@yahoo.com ..... exp 2c/wants 1,2,3,4,5,7,8,9/offers 1,3,4,5b-French,7.
Ann, 49, waves@prodigy.net ..... exp 3/wants 1,4,5,8,9,10/offers 3,4,5b-English,6,7,8-swim, snorkle, read, dance, sing.
Carol, 34, carolemandell@yahoo.com ..... exp 3/wants 5,8,9,10,11-ocean crossing July or Dec/offers 3,4,5,6,7.
Charlene, 51, ladysailor44@hotmail.com ..... exp 3/wants 4,5,8,10/offers 3,4,6,7,8-sail repair, canvas work, woodworking.
Cindy Morris, 50, (415) 454-4309, (415) 497-5689, sailawaymoon@yahoo.com ..... exp 2/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,6,7,8-fun/passion.

WOMEN TO CREW, CRUISING — CONT'D

Dana Dake, 49, (510) 970-5520, (925) 783-4707, ddake54@hotmail.com ..... exp 1/wants 1,10/offers 3,5a,6,7.
Dena, 40-something, in2theblu@aol.com ..... exp 3/wants 1,2,5,6,8/offers 1,4,5b-French,7.
Diana Wambaugh, 50, wambie1@earthlink.net ....exp 2b + open sea/wants 10/offers 3,4,6,7,8-medical, humor, adventure, energy.
Emily Williams, 24, emilywilliams@alum.wellesley.edu ..... exp 1-except as passenger/wants 4,5,8,9,10/offers 1,3,4,5a,7.
Eva, 21, readyabout82@yahoo.com . exp 3/wants 4,5/offers 3,4,7,8-SCUBA cert.
Jan, 55, (510) 684-5555, redsailssf@yahoo.com ..... exp 3/wants 1,2,3,4,5,8,9,10/offers 1,3,4,6,7.
Jane, 45, (415) 388-5408, cell (337) 257-5822 ....exp 3,4/wants 1,2,3,4,5,6,8,9,10,11-South America/offers 1,3,4,5a,7,8-nav, prep.
Jeanne Disney, 37, (925) 934-4375, jeannedisney@earthlink.net ..... exp 2c/wants 1,2,3,8,10/offers 1,3,4,5a,7,8-sewing.
Jessica Engelmann, 20, jessy10@ufl.edu, jessyengelmann@yahoo.com ..... exp 1/wants 3,5,8,9,10,11-May 1 thru Aug 1, 2004/offers 3,4,5a,5b-German,6,7,8-smart, common sense, willing to learn.
Jo, 55, mendoland@msn.com ..... exp 2/wants 11-anywhere 2006/7/offers 1,3,4,5a,6,7,8-multiple versatility.
Judy, 52, cruisingmermaid@hotmail.com....exp 2c/wants 5,8,10/offers 1,4,6,7,8-fun.
Karen Mercedes Miller, 50, (225) 869-4019 ..... exp 1/wants 1,5,7,8,9/offers 1?,3,4?,7,8-good traveler.
Kari, 47, advntr42@yahoo.com ..... exp 3/wants 11-open/offers 1,4,5a,7.
Katinka, 26, katinkamauer@rocketmail.com ..... exp 2a, wants 5,11-Hawaii to mainland May/June/offers 1,3,4,5b-German, French, Hungarian, Portuguese,7,8-sociable, pragmatic, don't get seasick.
Lee, 40, deganya@aol.com . exp 2c/wants 1,2/offers 3,4,7,8-willing to work hard.
Louise, 47, (510) 697-0525, sea-lyon@sbcglobal.net ... exp 4/wants 3,4,5,10,11-around the world/offers 1,2,3,4,5b-French,6,7,8-SCUBA, nav, skippering.
Lynn, 53, sfmariner2002@yahoo.com ..... exp 2c/wants 1,2,3,4,5,8,9,10/offers 1,4,5b-French,7.
Mabelle, 59, (831) 375-2408, mabellesailor@hotmail.com....exp 4/wants 2,3,4,8,

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"WANT TO CREW" CODE

SAILING EXPERIENCE:

1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
2) Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
4) Lots. Several long ocean passages

I / WE WANT TO CRUISE:

1) SF Bay and/or Delta
2) Monterey Bay
3) Southern California
4) Mexico this fall/winter
5) Hawaii and/or South Pacific
6) Pacific Northwest or Alaska
7) Caribbean
8) Mediterranean
9) Anywhere warm
10) Other destination(s)_____

I / WE CAN OFFER:

1) At least a month of shared expenses
2) Mechanical skills: engine, electronics, refrigeration, etc.
3) Elbow grease for bottom work, varnishing and upkeep
4) Cooking and cleaning skills
5) Language skills — I'm reasonably conversant in **a)** Spanish; **b)** Other(s):_____
6) Ornamental skills — I look good in a bikini/speedo
7) Personality skills — I don't get pissed when awakened at 3 in the morning, and can maintain a sense of humor in most situations
8) Other skill(s):_____

11-Bahamas, Atlantic crossing/offers 1,4,5a,5b,7,8-provisioning, anchoring, dancing.
Marlaina, 50, fax: (707) 996-8260, pipalova49@yahoo.com, aspenseer@yahoo.com ..... exp 3/wants 2,3,4,5,8,9/offers 3,4,5a,7,8-provisioner, coordinate projects.
Martha, 39, martha-sail@yahoo.com exp 3/wants 1,3,4,5,6,8,9,10/offers 1,3,4,7.
Mary, 40, sailorlady@aol.com, (619) 675-1855 ..... exp 3/wants 3,4-HaHa 2004,5,8,9,10/offers 4,6,7.
Mary EO Maetto, 47, (310) 592-9319 ..... exp 2c/wants 1,2/offers 8-racing experience, can bring grandson.
Meredith Robert, 22, mrobert@uclink.berkeley.edu....exp 2c/wants 10/offers 1,3,4,7.
Nancy, 59, (775) 827-6099, wanaski@charter.net ..... exp 3/wants 1,2,3,4,8,10/offers 1,4,6,8 SCUBA.
Rachel, 19, racheln@pocketmail.com ..... exp 1/wants 4,5,8,9,10/offers 3,4,7,8-Christian NS/ND.
Renee, 55, (510) 532-1935, oakcat6@hotmail.com ..... exp 3/wants 1,2,4,8,9/offers 1,4,5a,7.
Sailing Lady, 47, tropicalatitude@yahoo.com ..... exp 4!!/wants 12-long-term committed cruising relationship/offers 1,3,4,5a,6,7,8-top notch first-mate skills.
Sally, 63, ashose@hotmail.com ..... exp 4/wants 4,5,8/offers 1,3,5a,7.
Sherri, 44, (415) 279-3149 ..... exp 3/wants 5,9,11-passages/offers 1,3,4,7.
Sherry McKillop, 43, followingmycompass@myexcel.com ..... exp 3/wants 3,5,6,8,10/offers 1,4,6,7,8-good problem solver.
Stacey Murphy, 37, stacey94702@yahoo.com ..... exp 2/wants 4,5,6,11-bluewater sailing, Pacific Coast/offers 1,3,5,7.
Teresa Ong, 28, tsonyu@comcast.net ..... exp 2/wants 1,2,4/offers 1,3,4,7.
Vikki, 49, toptrips@sonic.net ..... exp 2/wants 1,2,3,4,5,8,9,10-Central & South America/offers 4,5,6,7,8-all-around hand.
Bob & Betsy Macomber, 59/50, (760) 788-6802, bobarete@prodigy.net ..... exp 3, want 4/offer 2,3,4,7,8-nav, wx, philosophizing.

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2004 BIG CREW LIST —

COUPLES TO CREW ON A CRUISING BOAT

Brad & Greta Liedke, 50/49, (805) 967-8291 ..... exp 2c/want 4,11-BajaHaHa/offer 1,3,4,7,8-lifeguard.

Elise & John Mc, 30/37, john@farsideoftheworld.com ..... exp 3,4/want 4,5/offer 2,4,5,7.

Josh Logan, Katie Roberts, 27/26, (831) 426-9317 ..... exp 2/want 1,2,4,5,8,9,10/offer 2,3,4,5a,7.

Nathan Woodward, Rachel Knopf, 27/25, (707) 373-7435, (559) 280-4449 ..... exp 1 (she), 4 (he)/want 1,2,3,4,5,6,7,8,9,10/offer 1,2,3,4,5,6,7,8-Cal Maritime Academy student, 3rd yr.

Randy Gregg, Adel B, 40/36, (925) 639-0513, bechinina@yahoo.com ..... exp 1/want 1,3,4,5,8,10/offer 1,2,4,5a,5b-French, Portuguese,7,8-paramedic.

Randy & Kathy Harvey, 59/54, (818) 871-0700 (hm), (818) 460-6415 (ofc/he) ... exp 3/want 3/offer 2,3,4,6,7,8-ASA certified instructor, BBC, divemaster (he), racing experience, gourmet chef, healthy (she).

William & Jennifer Bystrom, 52/60, jbystrom10@hotmail.com ..... exp 2/want 4,5,6,8,9,10/offer 1,3,4,7.

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Art Urbin, 52, (408) 985-2107, art@urbin.com, has Catalina 36, plans Channel Islands, July-Sept ..... wants 3.

Bill Hanlon, 50, (541) 980-3105, bill@seawanhaka.com, has 60' schooner, plans South Pacific and circumnavigation, April 2004 onward ... wants 1,2,3,7-any,9,10.

MEN LOOKING FOR CRUISING CREW—cont'd

Bob Marquette, 60, (831) 254-7001, has 30' Hess BCC, plans are open ..... wants 2,9,10.

Chuck Jones, 65, (503) 728-3326, has 45' motorsailer, plans everywhere in spring, 2005 ..... wants 2,3,7a,8-cooking,9,10.

Chuck Shaiker, 43, shaiker@att.net, has Hunter 410, plans Baja Ha-Ha, west coast, various times ..... wants 1,3.

Claude Rymenhout, 63, rymenhout@yahoo.fr, has 54' steel cutter, plans Caribbean, easy going schedule ..... wants 1,2,3,9,10.

Dale Miller & Steve Server, 62/52, (916) 424-8345, dmillercst@aol.com, have Hunter 375, plan Baja, Caribbean from SFO on 10/20/04 ..... want 1,4,11.

David Zielke, 38, (310) 780-0223, crew2004@botanybay.org, has Cruising Cal 35, plans Channel Islands, Catalina, Ensenada, many 3-day weekends and a 2-week trip ..... wants 1,3,7a,8-SCUBA,9.

Dennis Foltz, 56, (925) 937-2226, boltrope@aol.com, has Seawind 1000 in Australia, plans South Pacific, Indonesia this May ..... wants 1,3,9,10.

Em Black, 53, Lanikaisdyc@netscape.net, has 46' Rudy Choy catamaran, plans Mexico, Costa Rica, Line Is & beyond - 2-yr+ surfing walkabout starting Oct, 2004 ..... wants 1-esp food,3,7,9?,12-extra points for surfing.

Gary Wiens, 66, (928) 564-2436, gwmdv@frontiernet.net, has Morgan 38-2, plans Cyprus,etc. from Turkey 5/1/04 ..... wants 1,2,4,5,7-Turkish, Greek,8,9,10,11.

George Backhus, 49, moonshadow62@aol.com, has Deerfoot 62, plans NZ, New Caledonia, Australia, June 5 ..... wants 3,4,8-SCUBA, cooking, 9,10.11.

Glenn Damato, 44, (650) 568-9531, gdamato@informatica.com, has 42' full-keel cutter, plans Hawaii, Tahiti, New Zealand, November 2004 ..... wants 1,2,3,4,9.

Jason Roberson, 34, manukeajason@yahoo.com, has allied 33, plans and time are open, coastal, offshore ..... no wants (lucky man!).

Jeff Nelson, 60, sailflyjeff@hotmail.com, has 39' trimaran, plans Mexico and south, currently in Mexico ..... wants a lady and 3,9,10,11.

Jim, 60, worldsailor37@yahoo.com, has Crealock 37, plans Hawaii and South Pacific or Mexico and SoPac, Summer or Fall 2004 ..... wants 1,3,7a,7b-French.

John, 50+, jgs@golfcommunityrealty.com, has Hunter 37 cutter, plans Bay sailing late May & Puget Sound, San Juan & Gulf Islands, after Memorial Day..... wants 4,5,6,9,10.





SOMETHING FOR EVERYONE

"WANT CREW" CODE

MY/OUR BOAT IS A:_____

I/WE PLAN TO SAIL TO:_____

ON OR ABOUT (DATE):_____

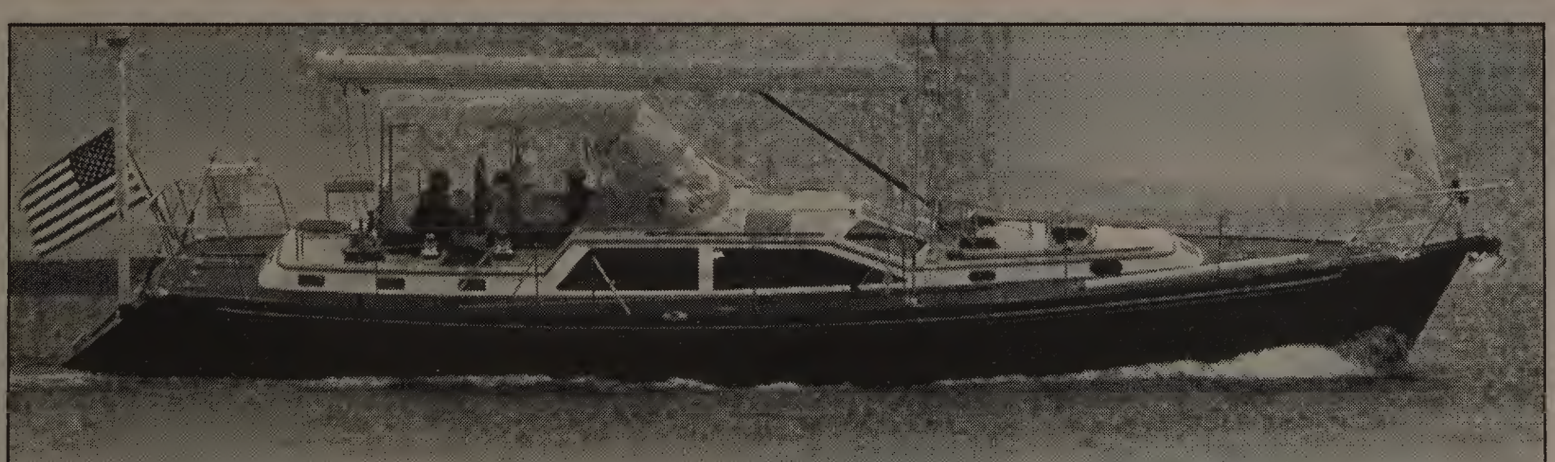
WE ARE LOOKING FOR CREW:

1) Be willing to share basic expenses such as food and fuel
2) Be willing to bust butt preparing the boat
3) Have more desire than experience
4) Have lots of ocean experience
5) Know more about offshore navigation than just pushing buttons on the GPS
6) Have mechanical skills for the engine, refrigeration, etc.
7) Have language skills: a) Spanish, b) Other:_____
8) Other skills (woodworking, scuba, etc.)_____
9) Be unattached and unopposed to the possibility of a friendship blossoming
10) Look good in a bikini/speedo/birthday suit
11) Understand and appreciate Jim Carrey's humor.

John, 52, (831) 429-8969, has Valiant 40, plans Mexico October 2004 ..... wants 1,2,3,9,10.
John Hill, 55, cptJohn@pocketmail.com, has Nassau 34, 40' LOA, plans south then west, May or June ..... wants 1,2,4,8-cooking, 9,10,11.
John Jones, 54, jones2tri@yahoo.com, has 45' trimaran, plans South Pacific from New Zealand, May 30, 2004 ..... wants 1,3,8-SCUBA, 9,10,11.

MEN LOOKING FOR CRUISING CREW — cont'd

John Nebilak, 47, (530) 885-4460, has Cape Dory 30 cutter, *Indigo*, plans CA coast, 2004 ..... wants 1,3,9,10.
Ken Wood, 59, woodcircsj@yahoo.com, has Aires 33, plans South Pacific, New Zealand, Australia, 5/1/04 ..... wants 1,3.
Leo Lebon, 69, (510) 524-2609, nadialebon@yahoo.com, has Pretorien 35, plans South Pacific mid-2004 ..... wants 1,2,4,5,6.
Dr. Makram Samaan, 76, (916) 972-0800, coachmakram110@yahoo.com, has Wauquiez Centurion 49, plans Baja, Mexico plus daysails, late October ..... wants 1,2,5,6,11.
Mark Cenac, 53, (415) 309-1253, marksea@earthlink.net, has inflatable kayak with sail rig, plans beach camp, anywhere in Pacific or Caribbean that airplane goes, this summer, fall, winter ..... wants 1,2,3,8-snorkle,9,10.
Mark Sciarretta, 52, msciarretta@excite.com, has Beneteau First 41, plans Pacific NW, BC - 5/1/04, Mexico from NW or BC - 9/15/04 ..... wants 3,7a,9,10,11.
Max Young, 59, maxsail47@aol.com, has Perry 50, plans Malaysia from Brisbane, Australia 7/1/04 ..... wants 2,3,8.
Michael Buschbacher, 56, (415) 332-3609, has 66' ketch, plans Channel Islands, 8/1/04 ..... wants 1,2,3.
Michael Kurty, 40, (707) 290-3434, has Ericson 34T, plans Monterey Bay, June/July ..... wants 1,3,5,11.
Mike Travis, 52, miketravis@sbcglobal.net, has 50' Santa Cruz, plans ocean, coastal deliveries, Monterey, SF Bay, Santa Cruz, this summer ..... wants 1,2,3,6,11.
Robert Jordan (RAJ), 70, 1220 Rosecrans St, #190, San Diego, CA 92106-2674, has 50' schooner, plans New Zealand, May 2004 ..... wants 1,2,4,5,6,7,8,9,10.
Steve Bright, 32, (805) 813-0331, has Catalina 30, plans all around Channel Islands, 5/04 ..... wants 2,3,8,9,10,11.
Tom Wickenhauser, 56, (954) 232-1695, invictuscat@qbronline.com, has 60' custom catamaran, plans Bahamas, Turks & Caicos, April 2004 ..... wants 1,2,3,6,7,8-SCUBA,9,10,11.
Tony Wiseman, 60, (650) 363-0305, has Moody 41, plans Mexico, fall 2004, HaHa ..... wants 1,3,5,7,10,12-be musical.
Walt Moreno, 58, (707) 576-1185, has 50' catamaran, plans Caribbean, July 2004 ..... wants 7-communication,8,9,10.



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2004 BIG CREW LIST —

DAYSAILING CODES

I/WE HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

1) Single to take singles out
2) Couple to take couples out
3) Singles, couples or small groups okay, but leave any kids home
4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

1) Single
2) Couple
3) A group of _____(state number) friends interested in sailing
4) Would like to bring kids
5) Going sailing to escape the kids

WOMEN LOOKING FOR CRUISING CREW

Louise, 47, (510) 697-0525, sea_lyon@sbcglobal.net, has Catalina 36, plans Mexico, fall 2004 ..... wants 1,5,7a,9,10.

COUPLES LOOKING FOR CRUISING CREW

Bob & Betsy Macomber, 59/50, (760) 788-6802, bobarete@prodigy.net, have Ericson 28, plans Catalina, Channel Islands, July/August ..... want 1,11.
David & Shirlee Goodgame, 53/52. drgoodgame@yahoo.com, have 45' Crowther catamaran, plans Great Barrier Reef, May 2004-Nov 2005 ..... want 1,3,4,6,8-fishing, computer.
Frank & Dayna Howard, 55/62, (714) 715-6705, have Cal 2-46 sloop, plan Baja Ha-Ha, Sea of Cortez, points south, 2004 ..... want 1,5,6,8.
Holger & Tracy, (415) 331-1968, have 85' schooner, plan circumnavigation, end of 2004 ..... want 1,2,3,6,8-maintenance.
John & Connie Cook, mid 60s, (619) 436-6260, forte41@hotmail.com, have Formosa 41, built from hull/deck, plan Mexico & beyond, May 2004 ..... . want 2,6?,7a,8-woodwork & electrical,12-boat work in exchange for food/board.
Meeka & Fred & Radar dog, 31/32, meekamagic@hotmail.com, have Cal 34, plan Tahiti, May 1, 2004 or end Feb 2005 ..... want 4,5,6,11.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Bob Knapp, 52, (510) 339-7450 ..... 4.
Bob Marquette, 60, (831) 254-7001 ..... 1,3.

MEN WITH BOATS/DAYSAILING — cont'd

Chris Dodd, 60, (925) 689-2245, fax (925) 646-5755 ..... 1.
David Auerbach, 58, (510) 632-5191 ..... 1.
David Zielke, 38, (310) 780-0223, crew2004@botanybay.org ..... 1,3.
Eric Anderson, 56, (530) 301-0975 ..... 1,4.
Gerry Cannon, 50+, (415) 710-9736 ..... 4.
Jason Roberson, 34, Manukeajason@yahoo.com ..... 1.
Jeff Parish, 59, (510) 482-5527, cell (510) 914-4793, taobuddy@pacbell.net...1,3,4.
Jim Humphrey, 58, jim@ihomefinder.com, (510) 459-4288 ..... 2,3.
John Chille, 57, squeaks47@earthlink.net ..... 1,4.
John Nebilak, 47, (530) 885-4460 ..... 1.
Kevin Kelley, 50, (916) 457-1343, Quetzalcoatyh@yahoo.com ..... 1.
Lewis Wolfenson, 61, sandiegoskipper@att.net ..... 1,3,4.
Michael, 56, (415) 332-3609 ..... 1,2.
Michael B., 58, staged4u@sbcglobal.net, 31 Hunter, gay male ..... 3.
Michael Kurty, 40, (707) 290-3434 ..... 3.
Mike C., 64, Lat384@mgb67.com ..... 3.
Mike Murphey, 32, sail_santacruz@yahoo.com ..... 1,3.
Mike Tryon, 54, hvacdotcom@aol.com ..... 1,2,3,4,no alcohol, Sundays only.

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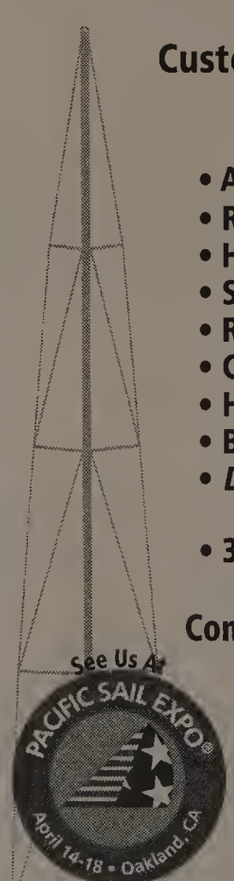
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831/763-1198 (fax)

MEN WITH BOATS/DAYSAILING — cont'd

Norman L. deVall, 64, (707) 877-3551, ndevall@mcn.org ..... none checked.
Paul Sable, 58, (831) 345-3540, Santa Cruz Harbor ..... 3,4.
Peter W. Post, 75, (510) 881-1682 ..... 3,4.
Richard Ripley, 38, (510) 490-3750, cell (510) 453-7306 ..... 3.
Rob Johnson, 53, (510) 388-3667 ..... 1,3.
Rod B., 62, (619) 233-3818 ..... 1.
Rodney Becker, 51, (510) 627-1799, RBecker@PortOakland.com ..... 1,3.
William George, 60ish, captain101034@yahoo.com, cell (707) 372-4424 ..... 1.

WOMEN WITH BOATS FOR DAYSAILING

Jan, 67, (916) 359-6845, jgwynn@surewest.net ..... 1,3.
Louise, 47, sea_lyon@sbcglobal.net, has Catalina 36 ..... 1.
Susan/Fearless, 55, (650) 518-1616 ..... 1.

COUPLES WITH BOATS FOR DAYSAILING

Bob Macomber & Betsy, 59/50, (760) 788-6802, bobarete@prodigy.net 3,4

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Andrew Peters, 32, (415) 377-6210 ..... 1.
Aren Hansen, 25, cell (858) 663-1061 ..... 1.
Bill Donovan, 68, (831) 625-3407, wbdpad@cal.berkeley.edu ..... 1,3.

MEN FOR CASUAL DAYSAILING — cont'd

Bill Redgwick, 65, Wredgwick@aol.com ..... 1.
Clive Foreman, 50, (408) 395-8403 ..... 1.
Dale Johnson, 42, (650) 520-3899 ..... 1.
Daniel Adamis, 51, (530) 894-7043 ..... 1.
Ian Barberi, 29, (415) 717-2554, ianbarberi@yahoo.com ..... 1.
James Cooke, 38, cell (415) 310-4324 ..... 1.
Jeffrey Knight, 36, (415) 753-1639, (510) 923-5737 ..... 1,2.
Jerry Berkowitz, 50+, (707) 795-3404 ..... 1.
Jim Pettit, 55, (916) 628-1433 ..... 1,3(2).
Joel Waldman, 75, (650) 327-4259, joelwal@sbcglobal.net ..... 1.
John Diamant, 60, (415) 392-3111 ..... 1.
Mark Christensen, 38, (415) 378-5392, (415) 661-2940, mark.e.christensen@sbcglobal.net ..... 1.
Paul Hulick, 35, (510) 468-4004 ..... 1,2.
Reid Neubert, 57, (415) 924-8037 ..... 1.
Robert Bruce, 49, (707) 864-4194 ..... 1.
Robert Shelton, 43, (415) 488-0541, rivengrain@comcast.net, cell (415) 317-1132 ..... 1,4.
Rod B., 62, (619) 233-3818 ..... 1.
Ron Weber, 53, (949) 759-1400, ron@wesco.org ..... 1.
Steve Lorenz, 59, (408) 839-1360 ..... 1.
Tim Page, 48, (916) 624-9282 (eves), (916) 669-1818 (days) ..... 1.
Vincent Casalaina, 58, (510) 841-8524, vincesail@aol.com ..... 1,2,3(3).
William George, 60ish, captain101034@yahoo.com, cell (707) 372-4424 ..... 1.
Zack Lipson, 28, (415) 867-1040 ..... 1.

WOMEN FOR CASUAL DAYSAILING

Adelina, 59, (831) 662-0836, sailingmom@excite.com ..... 1.
Allie Rowe, 37, (415) 756-7406, alison66@pacbell.net ..... 1,3(1+).
Andrea Nelson, 27, (415) 595-5878, arnelson1@yahoo.com ..... 1.
Ann, 49, waves@prodigy.net ..... 1.
Birgit, 36, pager (925) 677-9420, fax (925) 686-7989 ..... 1.

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WOMEN FOR CASUAL DAYSAILING — cont'd

Cindy Morris, 50, home (415) 454-4309, cell (415) 497-5689 ..... 1.
Cynthia Beck, 47, (650) 722-1956, CBeckJ24@aol.com ..... 1,4,5.
Danielle Feiden, 23, (925) 788-2662, missfeiden@yahoo.com ..... 1.
Dena, 40ish, (831) 594-5629, in2theblu@aol.com ..... 1.
Jan, 67, (916) 359-6845, jgwynn@surewest.net ..... 1.
Jenny Lapper, 50+, arc23@pon.net ..... 1.
Jo, 55, mendoland@msn.com ..... 1.
Joan, 60, (707) 773-3750 ..... 1,3(1).
Karen L., 48, (510) 932-1943 ..... 1.
Kari, 47, advntr42@yahoo.com ..... 1.
Laura S., 34, (425) 444-3141 ..... 1.
Lee, 40, deganya@aol.com ..... 1.
Linda Huang, 27, wk (415) 498-1709, hm (415) 552-3315, hey-xiaomi@yahoo.com...1.
Lissa Wentner, 31, (510) 594-1264, lissawent@yahoo.com ..... 1.
Lore, 40, tchelet@aol.com ..... 2.
Lynn, 53, sfmariner2002@yahoo.com ..... 1.
Mary EO Maetto, 47, (310) 592-9319 ..... 1,4,5.
Marlaina, 50, fax (707) 996-8260 ..... 1,3(2).
Martha, 39, martha-sail@yahoo.com ..... 1.
Renee, 55, (510) 532-1935, oakcat6@hotmail.com ..... 1,3(2),5.
Teresa Ong, 28, (415) 370-5665, tsonyu@comcast.net ..... 1.
Vikki, 49, toptrips@sonic.net ..... 1.

COUPLES FOR CASUAL DAYSAILING

Dave & Asa, 44/34, (510) 290-3308 ..... 2.
Javier & Siulieng Jerez, 40/30, cell (201) 486-1700 ..... 2,4.
Kate Roberts, Josh Logan, 26/27, (831) 426-9317 ..... 1,2.
Meg & James, 41/36, immersed_monkey@yahoo.com ..... 2.
Nate Anthony & Payton Dobbs, 26, (408) 749-4158, Nate_Anthony@comcast.net ..... 1,3(2).
Nathan Woodward, Rachel Knopf, 27/25, (707) 373-7435, (559) 280-4449....1,2.
Randy & Kathy Harvey, 59/54, (818) 871-0700, ofc-him (818) 460-6415 ..... 2.

COUPLES FOR CASUAL DAYSAILING — cont'd

Randy Gregg & Adel, 40/36, (925) 639-0513, bechinina@yahoo.com ..... 2,4.
Ronnie & Kristen Colby, 30, (707) 825-1238, (408) 378-3732 ..... 2.
Tony Kenck & Kathleen Cook, 46, (925) 551-8223 ..... 2,4(up to 4),5.

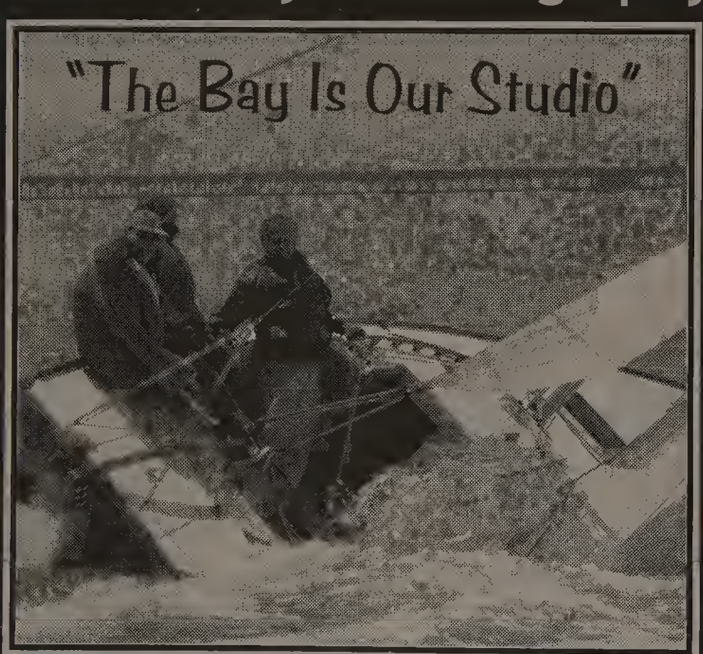
PEOPLE WANTING TO BOAT SWAP

Bob Madrazo, 56, bob2000@prodigy.net, 36' Catalina lying Monterey, CA ..... wants Caribbean or SoCal, open timing.
Greg & Margi Menken, 50s, (707) 964-4440, 41' Mainship Mediterranean, 1989 ..... want anywhere, Thailand, New Zealand, open timing.
John Brannan,18022 San Carlos Blvd, #65, Fort Myers Beach, FL 33931, (239) 466-6775, jdbran@earthlink.net, Catalina 34, 1998, ... wants San Diego, San Francisco, 1(?) week anytime 2004.
Hooper Family (4), 50, (707) 746-6575, csjnhooper@yahoo.com, Contessa 33 .. .. want Pacific NW, 3-4 weeks, June thru August, 2004.
Patrick McIntosh, 65, (916) 488-4140, patmcin@earthlink.net, O'Day 32 center cockpit ..... wants PacNW, Caribbean, SoCal or Mexico, 2-4 weeks anytime.
Victor A. Perry, 65, (775) 829-2002, Dehler 34 ..... wants Mediterranean, New Zealand, 4 weeks during good weather.

CONTINUED ON PAGE 190 ——→

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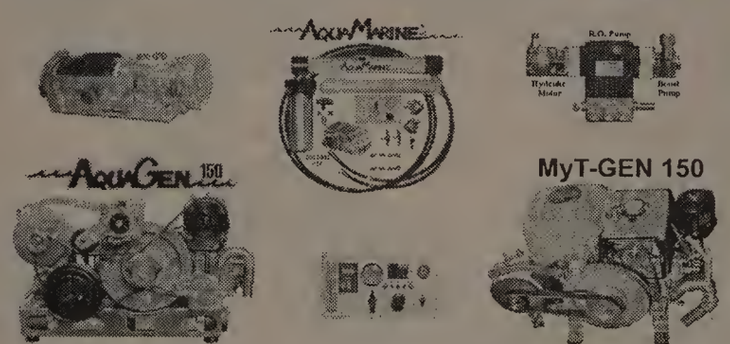
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2004 BIG CREW LIST

PEOPLE WANTING TO CO-CHARTER

Bob & Betsy Macomber, 59/50, (760) 788-6802, bobarete@prodigy.net ..... 1-2 weeks fall, winter/exp 2,c/prefer 1,3,4,5-18,7/want 4,7.

Dale Johnson, 42, (650) 520-3899 ..... 1-2 weeks summer, winter/exp 3,c/prefers 1,3,4,7/wants 7,8.

Dena, 40-something, (831) 594-5629, in2theblu@aol.com ..... 1-2 weeks spring, summer, fall/exp 2,a,b/prefers 1,4,6,7/wants 6,7,9-SoPacific, Thailand, Seychelles.

Greg & Margi Menken, 50s, (707) 964-4440 ..... open, spring, summer, fall/exp 1,a,b/prefer 1,2,3,7,8/want 4,7,8,9-Thailand, SoPacific.

Javier & Siulieng Jerez, 40/30, cell (201) 486-1700 ..... 2 weeks, summer/exp 1,a/prefer 1,3,5-1.5,6/want 1.

Jim & Victoria Stevens, 63/63, (916) 988-6501 ..... 1-2 weeks, summer/exp 3,c/prefer 1,3,6,7/want 6.

Kari, 47, adventr42@yahoo.comopen/exp 2,a/prefers 1,2,3,4,6,7,8/wants 9-open.

Robert Xavier Betancourt Jr, 59, (209) 823-8704, wk (209) 839-4735, badskipper@aol.com .. 2 weeks 8/22-9/15/04/exp 2b/prefers 1,5ok,7,8/wants 9-Vanuatu, NZ, Australia.

Ron Weber, 53, (949) 259-1400 ..... 1-2 weeks anytime/exp 2,3,a,b/prefers 1,2,3,4,7,8/wants 3,7.

Steve Bright, 32, (805) 813-0331 ..... 4 weeks, summer, winter/exp 3,c/prefers 1,4,6/wants 4,5,7,8.

Don't miss the *Latitude 38* Crew List Party on Wednesday, April 7, from 6-9 p.m. at the Golden Gate YC. See you there!

I / WE WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN THE (SPRING, SUMMER, FALL, WINTER) _____ OF 2004.

SAILING EXPERIENCE:

1) Little or none
2) Moderate. I sail regularly and have chartered before
3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper

a) I'd like co-charterer to skipper and give me direction
b) Prefer co-charterer of at least equal proficiency
c) Would be willing to co-charter with less experienced party

I/WE PREFER TO CO-CHARTER:

1) Bareboats (we sail)
2) Crewed (professional skipper and/or crew)
3) With other couples
4) With other singles
5) With my/our well-behaved kids, age(s) _____
6) A smaller (30 to 40 ft) boat with one or two other people
7) A medium (40 to 50 ft) boat with four to six other people
8) A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

1) San Francisco Bay
2) Monterey/Santa Cruz
3) Southern California
4) Mexico
5) Hawaii
6) Pacific Northwest
7) Caribbean
8) Mediterranean
9) Other: _____

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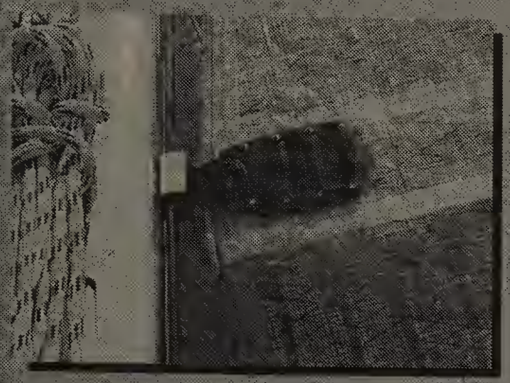


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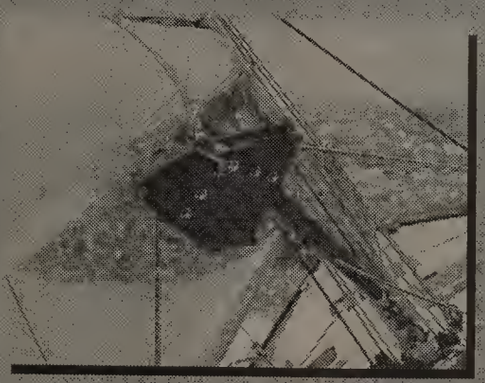
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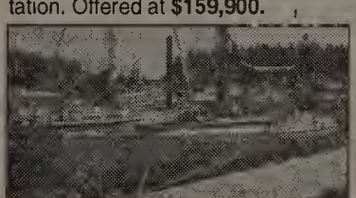
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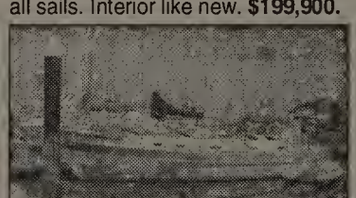
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THE RACING

*With reports this month on the **Acura SORC** in Miami; a quick recap of **SoCal regattas**; StFYC's trio of **Spring Invitationals**; a record-breaking **Rites of Spring Race**; a pleasant **MEXORC** in Puerto Vallarta; the **final midwinter race results**; and a smattering of **box scores** and **race notes**.*

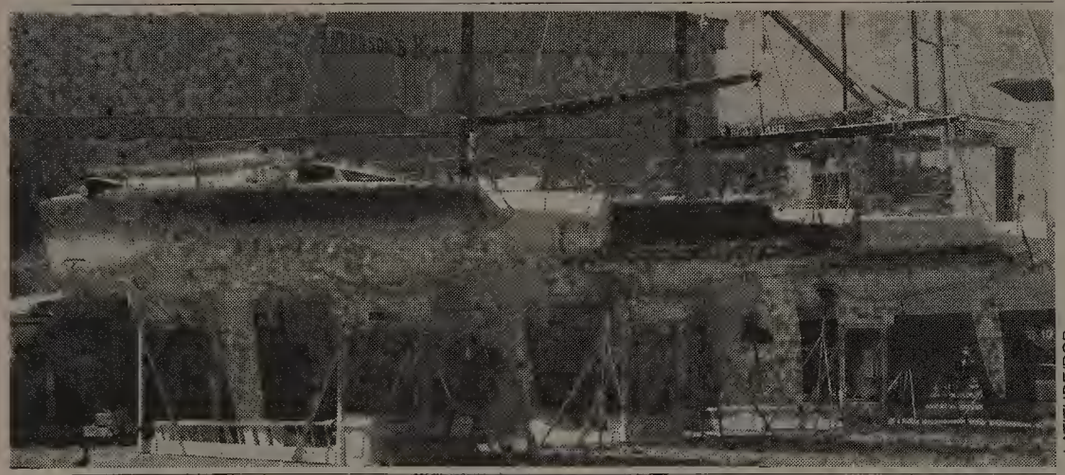


Acura SORC

The 63rd annual Acura SORC ('Southern Ocean Racing Conference') was held in fine conditions off Miami on February 26-29. The four-day event, now a 10-race buoy series despite the 'ocean racing' moniker, appears to be fading away again, attracting just 62 boats this year. That's down from 79 boats last year — and well off the 118-boat fleet of 2001.

Peter DeRidder's Farr 40 *Mean Machine*, with Kiwi talent Ray Davies calling the shots, topped the tough 21-boat Farr 40 class again, just as they did at Key West in January. In the process, *Mean Machine* also won the Acura SORC Trophy (best performance) for their efforts. Perennial favorites *Samba Pa Ti* and *Barking Mad* were close behind. Two Bay Area-based Farr 40s, *Morning Glory* and *Shadow Rock* (a temporary alliance between the *Shadow* and *Crocodile Rock* programs), came up well short of the podium.

Two local J/105s also sailed in the SORC: Rich Bergmann and Shawn Bennett's *Zuni Bear* and Tom Coates' *Masquerade*. The former won the 9-boat J/105 class on a tiebreaker again, just as they did at Key West in January. Sailing aboard *Zuni* were Adam Sadeg, Tom Purdy, John Horsh and Drew Guay. *Masquerade* sank to fourth after taking a DSQ in the fifth race for a port/starboard infringement. Coates' crew consisted of Thomas 'Isi' Iseler, Steve Marsh, Larry Swift, Ian Charles, and Will Sharron.



LATITUDE/ROB

'Mean Machine', 'Barking Mad' and 'Morning Glory' bow-to-bow at the SORC starting line. Okay, it's actually Anderson's Boat Yard in Sausalito, where the Farrs are now gathering.

FARR 40 — 1) **Mean Machine**, Peter DeRidder/Ray Davies, NED, 54 points; 2) **Samba Pa Ti**, John Kilroy/Paul Cayard, 60; 3) **Barking Mad**, Jim Richardson/Terry Hutchinson, 63; 4) **Virago**, Stuart Townsend/Stu Bannatyne, 85; 5) **Norwegian Steam**, Elvind Astrup/Hermann Johannessen, NOR, 86; 6) **Nerone**, Massimo Mezzaroma/Vasco Vascotti, ITA, 88; 7) **Twins 2**, Erik Maris/Brenac Francois, FRA, 88; 8) **Joe Fly**, Giovanni Maspero/Luca Santella, ITA, 92; 9) **Warpath**, Fred & Steve Howe/John Cutler, 102; 10) **Riot**, Marc Ewing/Eric Doyle, 105.6. . . . Other California boats: 12) **Morning Glory**, Hasso Plattner/Dee Smith; 14) **Shadow Rock**, Peter Stoneberg/Ed Baird; 17) **Pendragon V**, John MacLaurin/Kimo Worthington. (21 boats)

IMS — 1) **Numbers**, Farr 60, Daniel Meyers/Ken Read/Brad Butterworth, 14 points; 2) **Talisman**, Farr 53, Marco Birch, 15; 3) **Idler**, M/M 50, George David, 22. (6 boats)

J/105 — 1) **Zuni Bear**, Rich Bergman, 16 points; 2) **Flame**, Jim Doane, 16; 3) **Addiction**, Mark Cloutier, BER,19; 4) **Masquerade**, Tom Coates, 21. (9 boats)

PHRF-I — 1) **Raincloud**, J/125, Terrance Smith, 11 points; 2) **Sjambok**, 1D-48, Michael Brennan, 19. (5 boats)

PHRF-II — 1) **Crosswave**, J/120, Roger Elliot, 21 points; 2) **Spinal Shock**, Farr 395, Gordon Donald, 26; 3) **Thin Ice**, Aerodyne 38, Stuart Hebb, 30; 4) **Le Cygne**, Beneteau 40.7, J. Tihansky, 36. (11 boats)

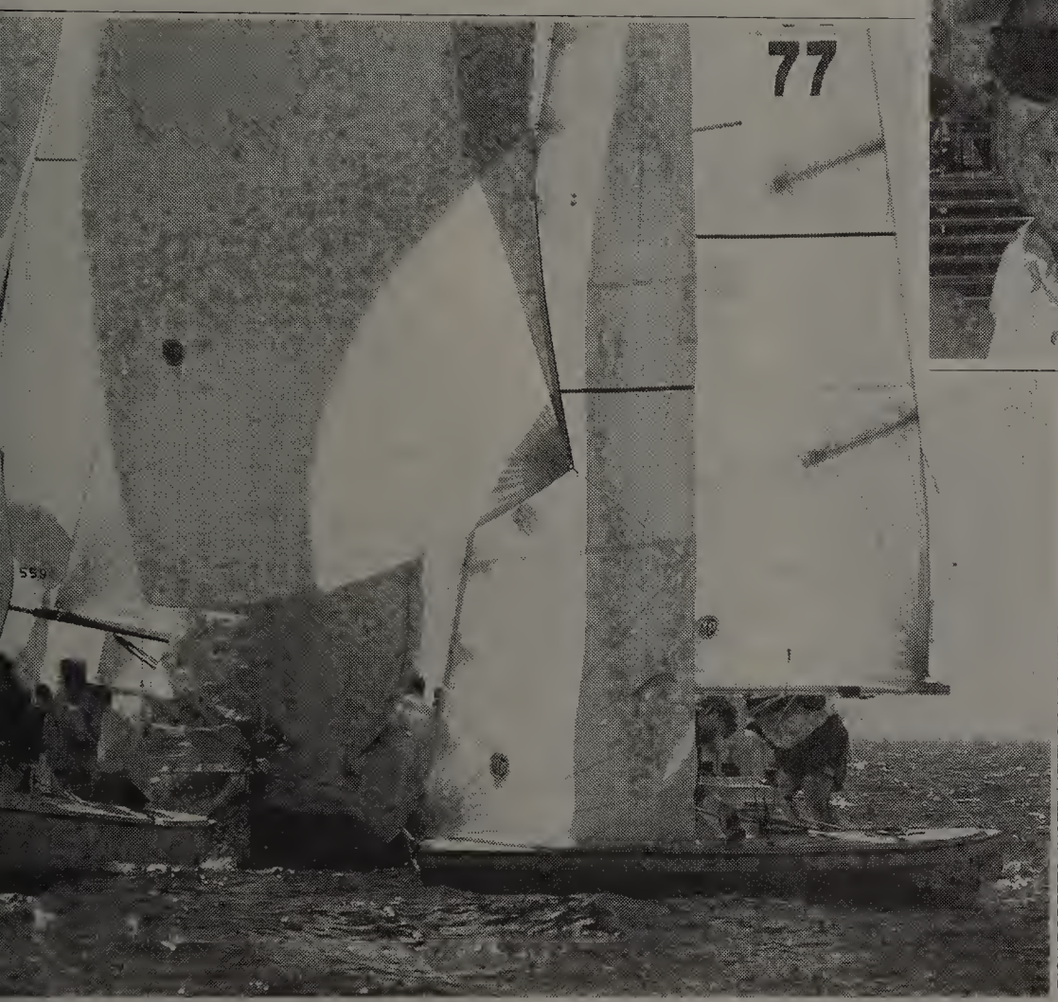
PHRF-III — 1) **Love That Chicken**, J/109, Bob Berg, 25 points; 2) **Sazerac**, Swan 40, Gordon Ettie, 25; 3) **Kaster**, unknown, Mr. Biessani, 27; 4) **Rush**, J/109, Bill Sweetser, 27. (10 boats)

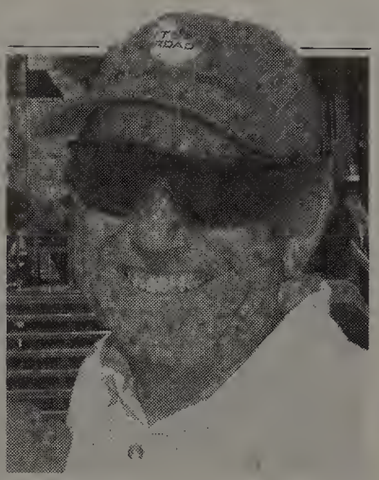
Full results — *www.acurasorc.com*

SoCal Regattas

The racing season is cranking up again down south, as evidenced by the following race results. On March 6-7, San Diego YC hosted the Camet Sportsgear 2004 Etchells Midwinters, attended by 41 boats. Dave Champion, a talented amateur sailor from Seattle, sailed a consistent (6),3,1,2,1,7 series to win the event going away. The other 'champions' onboard *Choices* were Mark Brink and Scott Smith. The top San Francisco boat, in fifth, was *I Love My Wife*, sailed by skipper Craig Healy, Dave Gruver and Brodie Cobb. The Etchells fleet is ramping up for the Richmond YC-hosted North Americans on the Bay on September 19-23, followed a year later by the Worlds at the same venue.

Newport Harbor YC hosted the seventh annual W.D. Schock Memorial Regatta the same weekend, attracting 79 Schock-built boats on both outside and





RICH ROBERTS; INSET, LATITUDE ARCHIVES

Tuna sandwich — A pod of Santana 20s at the leeward mark during the Schock Regatta. Inset, host and Harbor 20 winner Tom Schock.

inside courses. "Conditions were gorgeous — 80 degree weather, 10-14 knots of breeze, and snowcapped mountains in the distance," said Tom Schock, who sponsored the event and also won the Harbor 20 class. "It was gratifying to see the Schock 35s show up in force, but there were fewer Santana 20s than usual. They're all going to be at North Sails Race Week in June, using that as a tune-up for their Nationals in Alamitos Bay in August."

The action switched back to San Diego YC on March 19-21 for *Sailing World's* San Diego NOOD. A full house — 148 boats in 16 classes — enjoyed three days of racing in the South Bay and in the ocean off Zuniga Jetty. Conditions ranged from light on Friday to heavy (20 knots) on Saturday to moderate on Sunday. Ed Cummins' J/105 *Bold Forbes*, with Jack Franco driving, was the standout performer of the long weekend, topping the 26-boat J/105 fleet by a comfortable 8-point margin.

Newport Harbor's bienniel Pacific Life Yacht Club Challenge — a Catalina 37 match racing showdown between ten of the best yacht clubs in the country, including St. Francis YC and San Francisco YC — was held on March 24-28 as we went to press. See *www.nhyc.org* to see who won. Also underway that weekend was Alamitos Bay YC's Olympic Classes Regatta — see *www.abyc.org* for the lowdown on that one.

Prominent SoCal regattas in the coming month include the Ahmanson Cup (Newport Harbor YC, April 17-18), the 125-mile Ensenada Race (NOSA, April 23), and the Leukemia & Yachting Cups (San Diego YC, April 30-May 2).

ETCHELLS MIDWINTERS (SDYC, March 6-7):

1) **Choices**, Dave Champion, 7 points; 2) **Alturas**, Brian Camet, 15; 3) **Slipknot**, Peter Isler, 18; 4) **It's OK!**, Craig Fletcher, 18; 5) **I Love My Wife**, Craig Healy, 31; 6) **Ed Sanford**, Jeff Pape, 31; 7) **Avalanche**, Mary Brigden Snow, 32; 8) **Wiki Wiki**, Tom Hughes, 32; 9) **Miss Murphy**, Kjeld Hestahave, 34; 10) **Ambush**, Jim Moxham, 44.

(41 boats, 5 races w/1 throwout, *www.sdyc.org*)

W.D. SCHOCK MEMORIAL (NHYC; 3/6-7):

SCHOCK 35 — 1) **Piranha**, David Voss, 8 points; 2) **Notorious**, Tom & Laurel O'Neill, 16; 3) **Ripple**, Jay Janov, 16; 4) **Whiplash**, Ray Goodwin, 21; 5) **#97979**, Tom McQuade/Steve Arkle, 23. (14 boats)

SANTANA 30/30 — 1) **Ghost**, Tom Payne, 8 points; 2) **Teaser**, Guccione/Rasse, 12. (4 boats)

SANTANA 20 — 1) **Head First**, Travis Wilson/Rick Harris, 8 points; 2) **Mini-Me**, Bruce Golison/The Washburns, 11; 3) **#914**, Pete Hunter/Tim Hahnke/Rachel Sandmann, 14; 4) **Altitude Sickness**, Philip & Payson Infelise/Nat Piper, 16; 5) **Gremlin**, John Andrew/Tony Long, 17. (16 boats)

HARBOR 20 'A' — 1) **#111**, Tom Schock, 12 points; 2) **Why Not**, Lee & Hollie Sutherland, 24; 3) **HMS Secondwind**, Ted Monroe/Jamie Hardenbergh, 27; 4) **Queen of Harts**, Emily & Kevin Wolfe, 34; 5) **Mischievous**, Carolyn Hardy/Pete Newbre, 35. (16 boats)

HARBOR 20 'B' — 1) **Idros**, Helen & Warren Duncan, 8 points; 2) **Monomoy**, Justin Wilson/Buzz Tupman, 8; 3) **Fun D**, The Whitneys, 17. (10 boats)

LIDO 14 'A' — 1) **No Fear**, Mark Gaudio/John Papadoplous, 9 points; 2) **#6240**, Kurt Wiese, 12; 3) **Leeward Passage**, David Levy/Kim Zuelsdorf, 16; 4) **Warzone**, The Stevens, 18; 5) **#77113**, Stu Robertson/Erin Frederick, 23. (14 boats)

LIDO 14 'B' — 1) **Tilt'N**, Roger & Pat Tilton, 5 points. (4 boats)

Full results — *www.nhyc.org*

SAN DIEGO NOOD (SDYC; Mar. 19-21):

ETCHELLS — 1) **873**, Jeff Pape, 28 points; 2) **It's OK!**, Craig Fletcher, 28; 3) **Wiki Wiki**, Tom Hughes, 36; 4) **Andy's Old Boat**, Hardesty/Murphy/Girard, 45; 5) **Ambush**, Jim Moxham, 51. (19 boats)

J/105 — 1) **Bold Forbes**, Ed Cummins, 28 points; 2) **Indigo 3**, Scott Birnberg, 36; 3) **Flambuoyant**, Barney Flam, 44; 4) **Nemesis**, Geoff Longnecker, 46; 5) **Wings**, The Cases, 50. (26 boats)

MELGES 24 — 1) **Tickler**, Sheldon Ecklund, 12 points; 2) **#525**, Bill Wright, 17; 3) **Average White Boat**, Doug Weitz, 21. (7 boats)

SOLING — 1) **Ghost Rider**, Ian Wareham, 12 points; 2) **#782**, John Walton, 17; 3) **#606**, Andrew O'Dwyer, 20. (7 boats)

ID-35 — 1) **Zsa Zsa**, Stig Osterberg, 17 points; 2) **Kill-A-Watt**, Jeffrey Brizes, 21; 3) **Great Sensation**, Mario Yovkov, 22. (8 boats)

BENETEAU 36.7 — 1) **First Today**, Tisdale/Finkle, 17 points; 2) **Hammertime**, Tom Lewin, 21; 3) **Kaizen**, Tom Hirsh, 23. (8 boats)

BENETEAU 40.7 — 1) **Wiki Wiki**, Mike Honeysett, 12 points; 2) **Austin**, Brian Ganz, 15. (5 boats)

J/120 — 1) **Doctor No**, Jed Olenick, 16 points; 2) **Caper**, John Laun, 17; 3) **Tama Jama**, Steve Harris, 19. (7 boats)

J/35 — 1) **Z Force**, Herb Zoehrer, 6 points; 2) **Diable**, Reed Bernhard, 16. (5 boats)

HOLDER 20 — 1) **Problem Child**, Glenn Van Heel, 21 points; 2) **PMS**, Ken King, 22; 3) **My Sweetie-N-Me**, Jim Rosaschi, 23. (7 boats)

J/24 — 1) **Geraldine**, The Mitchells, 11 points; 2) **Hot Ruddered Bum**, Keith Ericson, 21. (6 boats)

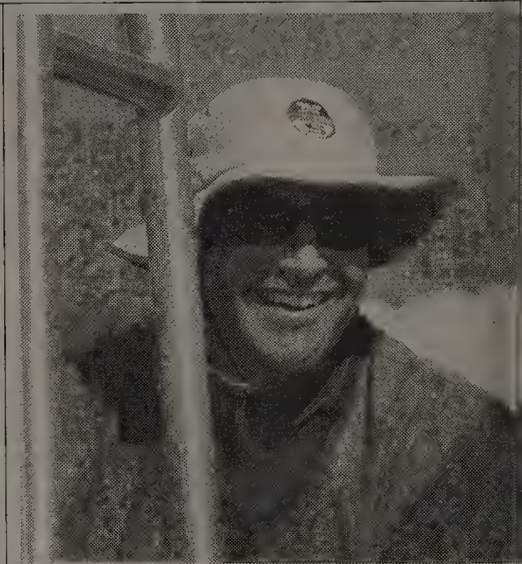
J/80 — 1) **DnA**, The Hammetts, 18 points; 2) **Avet**, Curt Johnson, 21. (6 boats)

ULTIMATE 20 — 1) **Rogue**, Bob Aman, 14







points; 2) **Enigma**, John Buchanan, 29; 3) **UFO**, Chuck Allen, 31. (8 boats)

505 — 1) **Agave**, Bill Jenkins/Dan Merino, 8 points. (4 boats)

I-14 — 1) **Stark & Dormy**, Brad Ruetenik, 26 points; 2) **Box Car**, Ted Rogers, 29; 3) **#1129**, Alan Diercks, 30; 4) **Almost Lunch**, Ron Boehm, 30; 5) **Larry 2**, Kris Bundy, 40. (11 boats)

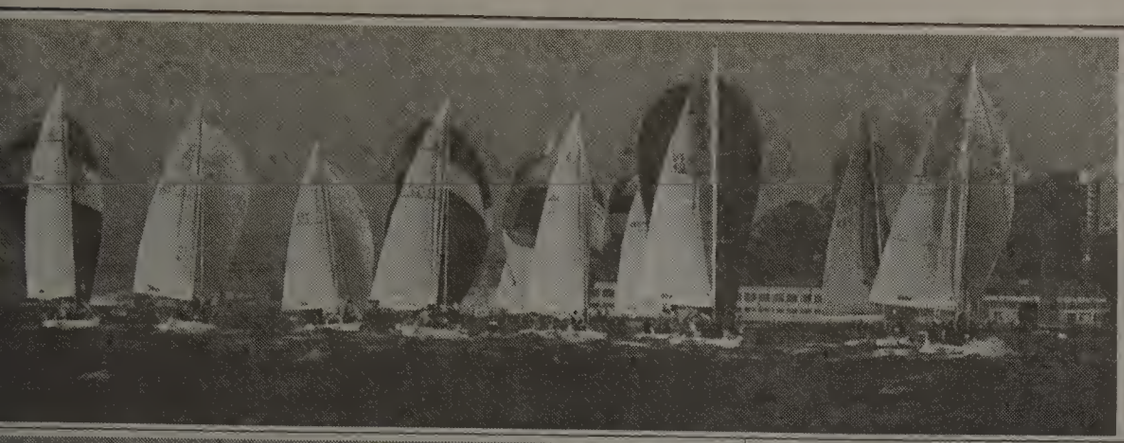
MARTIN 16 — 1) Jeff Reinhold/Robert Studebaker, 23 points; 2) Preston Holdner/Josh Ross, 24; 3) David Trude/Kevin Wixom, 26. (7 boats)

(7 or 8 races; no throwouts; *www.sdyc.org*)

Spring One Design, clockwise from upper left — The winning form of 'Eclipse'; J/105s fly in formation down the Cityfront; a trio of 105 sterns; race committee volunteer Larry Swift enjoyed the show; J/120s upwind; J/105s downwind; 'Mr. Magoo' about to spear the J/105 'Akula'.

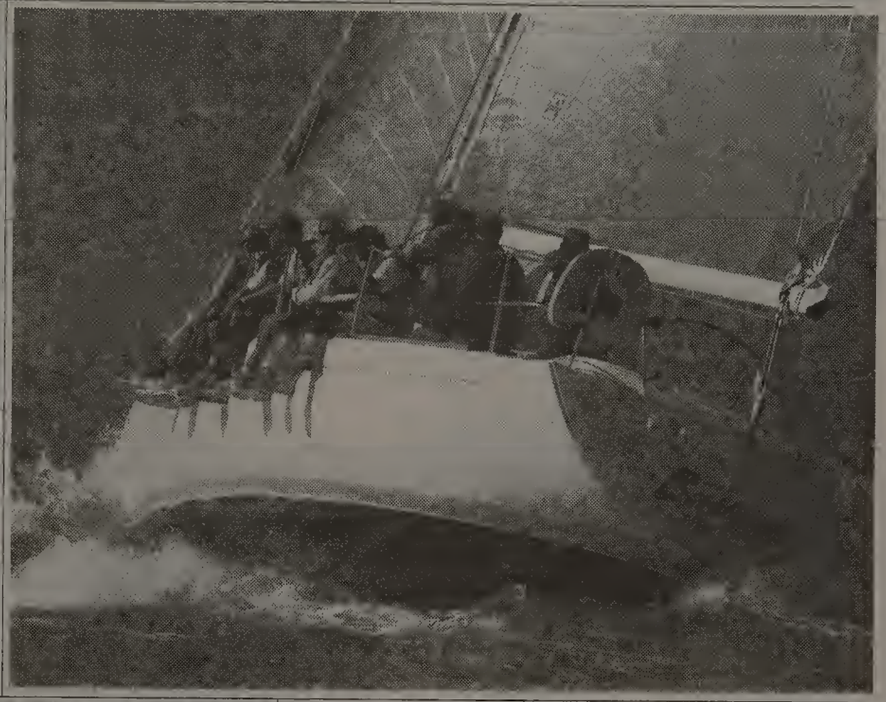
Three Spring Invitationals

Good things, such as the St. Francis Spring Invitationals, come in threes. The traditional trio of March regattas kicked off on the light air weekend of March 6-7 with the Spring Keel Regatta for keelboats under 30 feet. Only three races were sailed, and Sunday's single race was postponed until 2 p.m. before the wind filled in. Mark Breen and Sean McBurney sailed *Kat* (formerly known as *Dude, Where's My Boat?*) to victory in the biggest fleet, the 18-boat Moore 24 contingent. This was the first crewed regatta under the Moore fleet's new — and apparently controversial — four-man crew limit (the Moores have never had weight or crew limits before).













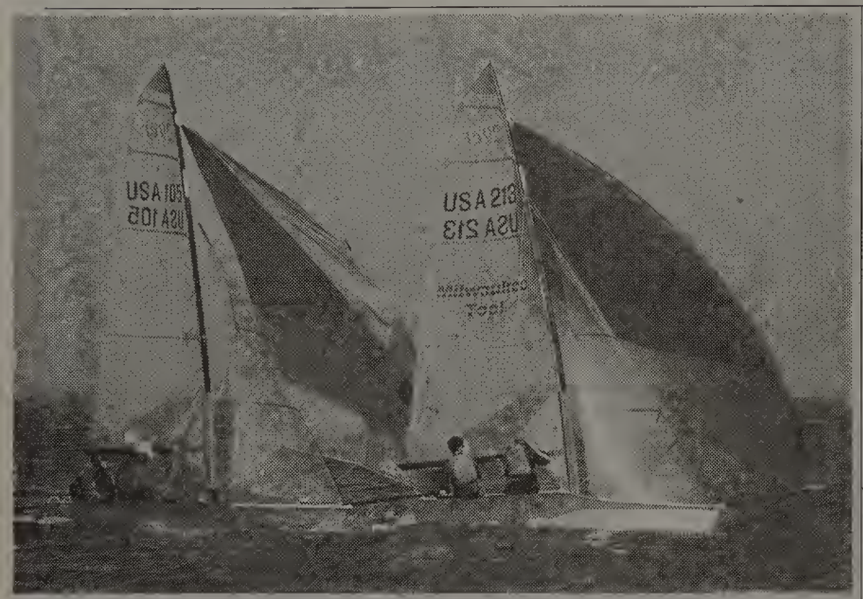
Spring thing, cont'd, from upper right — The 'Good Timin' crew relaxes between races; 'Battant' topped the Benny 40.7s; 'Good Timin', with five crew hiking hard, leads 'Streaker'; the J/120 'Chance' almost left one of their crew at this leeward mark; 'Orion' skids out. All photos 'latitude'/rob.

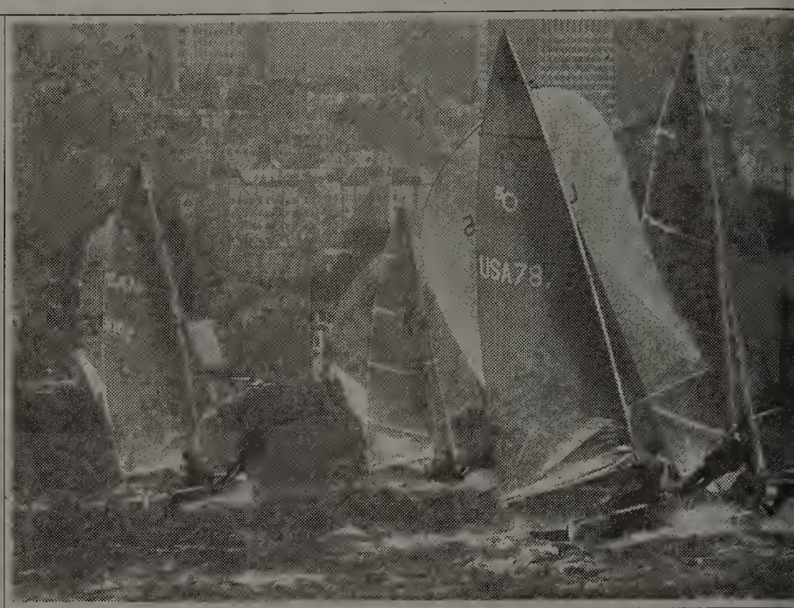
The following weekend, March 13-14, was devoted to dinghy sailing. The 505s showed up in force, using the regatta as a tune-up for their August 13-20 Worlds in Santa Cruz. The usual suspects — Howie Hamlin, Mike Martin, Nick Adamson, and Bruce Edwards — swept the top positions in the 22-boat fleet. The Vanguard 15 fleet also put in an appearance, with Melissa Purdy and Shane Wells topping the 17-boat fleet. 'Old' guys Tracy Usher and Chris Boome set the pace in the Laser class.

Summer finally showed up on March 20-21, just in time for the four-race Spring One Design Regatta for big keelboats. Last year's season champions picked up where they left off, as Barry Lewis (*Chance*, J/120), Mark Dowdy (*Eclipse*, Express 37) and the Perkins/Wilson Syndicate (*Good Timin'*, J/105) all dominated their peer groups. The *Good Timin'* gang, led by skipper Chris Perkins, had a dominant 1,1,3,2 series and is launched in their quest for a fifth straight J/105 season championship.

Perkins and crew (brother Phil, boat partner Dave Wilson, John Collins, Pete Scott, and Aimee Leroy) earned the heartiest applause at the awards cer-

THE RACING





Less is more — 29ers, 505s and Lasers at StFYC's mid-March Spring Dinghy Invitational. All photos by Patrick Kerslake.

emony — and not just for winning. They briefly pulled out of Sunday's first race (while running third) to retrieve a swimmer, the bowman off the J/120 *Mr. Magoo*, near the weather mark. They returned him to his boat, then rejoined the race in "about tenth or twelfth," and *still* pulled back to a third place finish in the 25-boat class.

"It really wasn't a big deal," claimed Chris. "We were in a position to help, and just did what I hope anyone would have done."

SPRING KEEL (March 6-7; 3 races):

MELGES 24 — 1) **Go Dogs Go**, Tim Hawkins, 7 points; 2) **Tropical Storm**, Doug Forster, 7; 3) **Light Brigade**, Warren Davidson, 10; 4) **Jolly Tar**, Arnstein Mustad, 14. (10 boats)

EXPRESS 27 — 1) **Chimo**, Brad Pennington, 7 points; 2) **Attack From Mars**, Brendan Busch, 9; 3) **Moxie**, Jason Crowson/Josh Grass, 10; 4) **Swamp Donkey**, Doug Robbins/Robert Brown, 18; 5) **Magic Bus**, Eric & Paul Deeds, 21. (12 boats)

MOORE 24 — 1) **Kat**, Breen/McBurney, 7 points; 2) **Mercedes**, Joel Verutti, 11; 3) **Paramour**, Rowan Fennell, 13; 4) **Eclipse**, Brad Butler, 15; 5) **Sparrowhawk**, Vaughn Seifers, 16; 6) **Moorigami**, John Siegel, 17; 7) **One Moore**, Tom Wondolleck, 22; 8) **Bad Sushi**, John Kernot/Scott Sorenson, 27. (18 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 3 points; 2) **Take Five**, Werner Horn/Susan Taylor, 9; 3) **Rail to Rail**, Rich Jepsen, 13; 4) **Small Flying Patio Furniture**, Steve Hartman, 16; 5) **Raging Debate**, Curtis Press/Jim Yares, 17. (12 boats)

KNARR — 1) **Peerless**, Larry Drew, 8 points; 2) **Narcissus**, Peter Winter, 9; 3) **Penelope**, Charles Griffith, 11; 4) **Nordlys**, Joel Kudler, 16; 5) **Flyer**, Chris Kelly, 17. (11 boats)

SPRING DINGHY (March 13-14):

505 — 1) Howie Hamlin/Jon Bell, 10 points; 2) Mike Martin/Jeff Nelson, 18; 3) Nick Adamson/Alan Norman, 22; 4) Bruce Edwards/Dave Shelton, 29; 5) Andy Beeckman/Ben Benjamin, 30; 6) Doug Hagan/Stuart Park, 39; 7) Jeff Miller/Jay Kuncl, 39; 8) Dave Chatham/Matt McQueen, 42; 9) Pierre Jean Girard/Paul Vongrey, 47; 10) Ryan Cox/Jeff Grange, 51. (22 boats; 5 races)

VANGUARD 15 — 1) Melissa Purdy/Shane Wells, 32 points; 2) Jim Barkow/Carmen Bozina, 42; 3) Bob Tennant/Chris Hutchinson, 43; 4) Geoff MacDonald/Kara Forman, 47; 5) Mike Rutledge/Rebecca Beard, 71; 6) Steve & Heather Washington, 84; 7) Rolf Kaiser/Shannon Bonds, 86; 8) Matt Soldo/Colloway & Blum, 91; 9) Justin Oberbauer/Dave Pouget, 92. (17 boats; 12 races w/1 throwout)

29er — 1) Dan Brandt/Paul Heineken, 11 points; 2) John Heineken/Chris Williams, 11; 3) C. McCloskey/M. Gutenkunst, 13. (6 boats; 5 races)

LASER — 1) Tracy Usher, 6 points; 2) Chris Boome, 10; 3) Martin Hartmanis, 12; 4) Tom Burden, 21; 5) Simon Bell, 27; 6) Vladimir Butenko, 32; 7) Andrew Tuthill, 36; 8) Walt Spevak, 40; 9) Sean Kelly, 40. (18 boats; 4 races)

FINN — 1) Patrick Weaver, 9 points; 2) Bradley Nieustad, 10; 3) Jeff Allen, 16. (5 boats; 5 races)

SPRING ONE DESIGN (Mar. 20-21; 4 races):

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Dayenu**, Payan/Jermaine, 13; 3) **Mr. Magoo**, Steve Madeira, 16; 4) **Oui B 5**, John Sylvia, 19; 5) **Desdemona**, John Wimer, 23. (9 boats)

BENETEAU 40.7 — 1) **Battant**, Chris Herron, 6 points. (3 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 6 points; 2) **Golden Moon**, Richards/Bridge, 8; 3) **Expeditious**, Bartz Schneider, 12. (5 boats)

J/105 — 1) **Good Timin'**, Perkins/Wilson, 7 points; 2) **Nantucket Sleighride**, Peter Wagner, 21; 3) **Natural Blonde**, Cooper/Deisinger/Thom, 22; 4) **Jabberwocky**, Vaughan/Reyff, 24; 5) **Wind Dance**, Littfin/Pugh, 26; 6) **Advantage 3**, Pat Benedict, 27; 7) **Arbitrage**, Bruce Stone, 29; 8) **Orion**, Gary Kneeland, 32; 9) **Tiburon**, Steve Stroub, 44; 10) **Streaker**, Ron Anderson, 47; 11) **Walloping Swede**, Kassberg/Lane, 52; 12) **Larrikin**, Stuart Taylor, 53. (25 boats)

Full results — *www.sftyc.com*

FINAL MIDWINTER RACE RESULTS

ALAMEDA YC ESTUARY MIDS :

DIV. A (0-138) — 1) **Buzz Lightyear**, Capri 30, Rob Worlfel, 5 points; 2) **Rascal**, Wilderness 30, Rui Luis, 7; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 10. (8 boats)

COLUMBIA 5.5 — 1) **Cheater**, Jim Graham, 8; 2) **Wings**, Mike Jackson, 9; 3) **Maverik**, Bill Colombo, 13. (7 boats)

DIV. C (139-189) — 1) **Lelo Too**, Tartan 30, Emile Carles, 5 points; 2) **Wuvulu**, IB-30, John New, 10; 3) **Bandido**, Merit 25, George Gurrola, 13. (6 boats)

DIV. D (190-up) — 1) **Pip Squeak**, Santana 20, Aaron Lee, 4 points; 2) **Madness**, Sprinta Sport, John Diegoli, 10. (4 boats)

NON-SPINNAKER — 1) **Crinan**, C&C 30, Don Blood, 7 points; 2) **White Cloud**, Yamaha 33, Barbara Jagiello, 12; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 14. (9 boats)

(5 races w/1 throwout)

GOLDEN GATE YC MIDS (4 races, 0 throwouts):

PHRF I (<70) — 1) **Mr. Magoo**, J/120, Steve Madeira, 9 points; 2) **Sensational**, 1D-35, Gary Fanger, 11; 3) **Outrageous**, Olson 40, Malcolm Brown, 24; 4) **Sensation**, 1D-35, Mario Yovkov, 27; 5) **Tivoli**, Beneteau 42s7, Torben Benisen, 28; 6) **Q**, Schumacher 40, Glenn Isaacson, 30; 7) **Fast Forward**, Aerodyne 38, Dan Benjamin, 32. (20 boats)

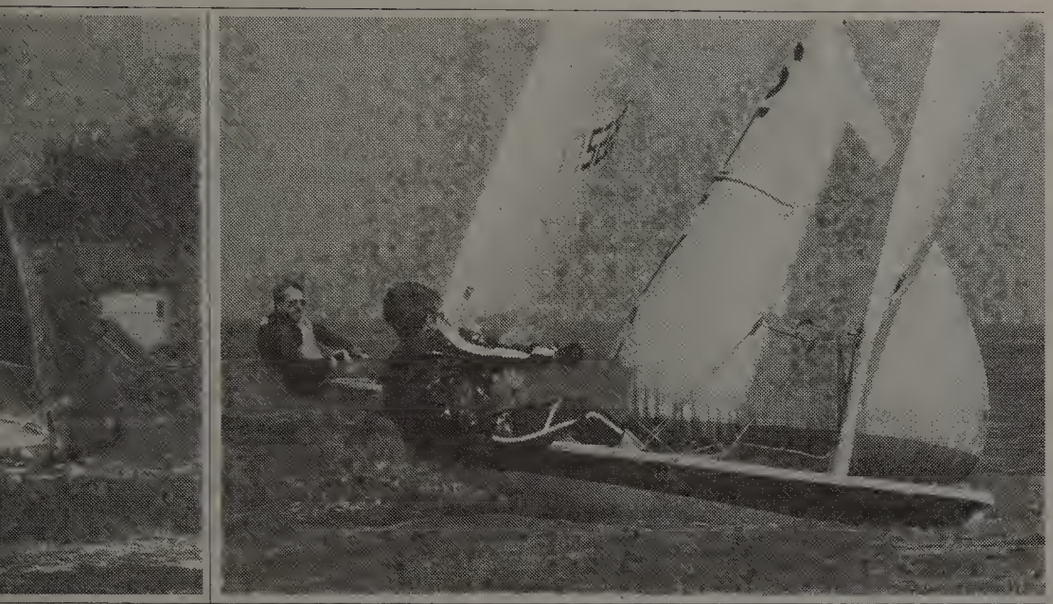
IOR WARHORSES (21-66) — 1) **Bodacious**, Farr One Ton, Bobbi Tosse, 4 points; 2) **Zamazaan**, Farr 52, Chuck Weghorn, 11; 3) **Aleta**, Peterson 46, Keith Brown, 12. (7 boats)

PHRF II (70-141) — 1) **Yucca**, 8-Meter, Hank Easom, 6 points; 2) **Uno**, WylieCat 30, Steve Wonner, 11; 3) **Two Scoops**, Express 34, Chris Longaker, 15; 4) **Harp**, Catalina 38, Mike Mannix, 20; 5) **Mintaka 4**, Farr 38, Gerry Brown, 21. (13 boats)

J/105 — 1) **Alchemy**, Tom Struttman, 14; 2) **Orion**, Gary Kneeland, 15; 3) **Good Timin'**, Perkins/Wilson, 17; 4) **20/20**, Phil Gardner, 18; 5) **Lulu**, Don Wieneke, 18. (12 boats)

PHRF III (142-197) — 1) **Eyrie**, Hawkfarm, Tom Condy, 9 points; 2) **Jam Jam**, J/24, Neil Ruxton, 9; 3) **Chorus**, Kettenburg 38, Peter English, 10; 4) **Spindrifter**, Tartan 30, Paul Skabo, 18; 5) **Whitecap**, IOD, Tom Allen, 22. (12 boats)

CATALINA 34 — 1) **Casino**, Bill Eddy, 8 points; 2) **Crew's Nest**, Ray Irvine, 9; 3) **Mottley**, Chris Owen, 12. (7 boats)



Rites of Spring Race

Oakland YC's 16th Rites of Spring Race for shorthanded sailors began on March 20 with all the proper trappings for the first day of spring. A record 70 boats started at the Berkeley Pier with clear blue skies, T-shirt weather, gentle warm westerly winds at 10 knots and a promise from the weatherman for more of the same. Little did the racers know that summer was going to take over about half way to Little Harding. Before the race was over, the wind peaked at around 35 knots, the fog rolled in, and the waves, whipped up by a fast ebb, got big enough for sleigh rides.

The first leg from YRA #9 to Little Harding separated the fleet early in the day. Those who stayed left got a big assist from an early ebb that carried them to Harding with a minimum of tacking. At Little Harding, unlike last year, when boats just tried and tried, but couldn't get around, there was no problem other than getting wet from the big chop.

Once around, for those on the longer course, there was that old decision about getting to Southampton — go through Raccoon Straits or go around Angel Island? Raccoon looked good to some, but didn't pay off as the shadow of Angel turned out to be very big and very unavoidable. Those who went around the island got a wild ride with plenty of surfing and double-digit knotmeter readings. After a fun jibe at Blunt (lots of reported spinnaker wraps — these are shorthanded crews after all), another opportunity for separation presented itself. The wind hole behind Angel Island was big, and cutting too close to the rhumbline proved costly for some of the leaders.

Once at Southampton Shoal, the racers encountered a Bermuda Triangle phenomenon. The western approach side offered a weak wind with weak tide in some weird swirl mode. East of the shoal, the tide was going south very fast and a definite strong wind line was waiting. It was an agonizing rounding, followed by a quick reach back to the finish. It was exhilarating for those who got around first, but frustrating for everyone else who watched their "I had a chance here" situations disappear with the leaders.

All was not fun. During the day, there was a collision, a blown out main, a broken rudder, a man overboard (recovered), and a couple of DNFs for various other reasons.

— george gurrola

FLEET IA (multihull) — 1) **E-2**, Tornado, Bill Erklens, Sr; 2) **Tornado**, Tornado, Skip Elliot. (4 boats)

FLEET IB (F-27) — 1) **Wingit**, Ray Wells; 2) **Three Sigma**, Chris Harvey; 3) **Already There**, James Brown. (7 boats)

FLEET II (sportboat) — 1) **Surfeit**, Melges 24, David Wadbrook; 2) **Desperado**, Express 27, Mike Bruzzone; 3) **Ragtime**, J/90, Frank Slootman/Greg Nelson; 4) **Mirage**, Black Soo, Lucie van Breen. (10 boats)

FLEET III (< 157) — 1) **Tinsley Light**, WylieCat 30, Hank Grandin; 2) **Mistal**, Conquibin 38, Robert Becker. (6 boats)

FLEET IV (Alerion Express 28) — 1) **Dream**, Kirk Smith; 2) **Lazy Lightning**, Jason Freskos. (5

FINAL MIDWINTER RACE RESULTS

KNARR — 1) **Pegasus**, Peter Noonan, 10 points; 2) **Eos**, Dimitris Dimitrelis, 11; 3) **Adelante**, Grant Settlemier, 13; 4) **Zero**, Eric Gray, 15. (9 boats)

PHRF (>197) — 1) **Elaine**, Santana 22, Pat Broderick, 9 points; 2) **Crazy Jane**, Thunderbird, Doug Carroll, 12; 3) **Carlos**, Santana 22, Jan Grygier, 16; 4) **Fiddler's Green**, Santana 22, John Slivka, 17. (9 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 5 points; 2) **Thea**, Chris Herrmann, 14; 3) **Nordic Star**, Richard Kjeldsen, 14. (8 boats)

SEAWEED SOUP WINNER (best overall performance) — **Bodacious**, Farr One Ton, Bobbi Tosse.

Full results — *www.ggyc.com*

ENCINAL YC JACK FROST MIDS:

DIV. I (< 99) — 1) **Stray Cat Blues**, J/35, Bill Parks, 15 points; 2) **Magic**, Tripp 40, John Rizzi, 18; 3) **Desdemona**, J/120, John Wimer, 21. (8 boats)

ANTRIM 27 — 1) **Max**, Bryan Wade, 4 points. (3 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 8 points; 2) **Light Brigade**, W. Davidson, 13. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Kyla Gundeson, 6 points; 2) **Chimo**, Brad Pennington, 13; 3) **Moxie**, Jason Crowson/Josh Grass, 18; 4) **Dianne**, Steve Katzman, 38; 5) **Magic Bus**, Paul Deeds, 41; 6) **New Wave**, Buzz Blackett, 42.5; 7) **Swamp Donkey**, Scott Sellers/Doug Robbins, 46; 8) **Baffett**, Tom Baffico/Forest Baskett, 48; 9) **Wetsu**, Phil Krasner, 50; 10) **Bobs**, Mike Hearn, 59. (24 boats)

DIV. II (102-168) — 1) **Triumph**, WylieCat 30, Jake Cartwright/Steve Seal, 4 points; 2) **Encore**, Wylie Gemini Twin, Andy Hall, 8; 3) **Chesapeake**, Merit 25, Jim Fair, 13; 4) **Hamburger Haus**, Olson 25, Jens Jensen, 14. (10 boats)

DIV. III (> 170) — 1) **Talisman Banana**, J/22, Gary Albright, 5 points; 2) **Bluejacket**, Cal 29, Bill O'Connor, 8; 3) **Lelo Too**, Tartan 30, Emile Carles, 11. (9 boats)

MULTIHULLS — 1) **Sally Lightfoot**, F-31, Paul Martson, 11 points; 2) **Defiance**, Cross 45, Michael Rogers, 14; 3) **Raptor**, F-27, Todd Olsen, 17. (8 boats)

(7 races w/1 throwout; *www.encinal.org*)

LMSC ROBINSON MIDS (12 races):

EL TORO, SR. — 1) Fred Paxton, 72.25 points; 2) Art Lange, 57; 3) Pete Blasberg, 44; 4) John Amen, 28.75; 5) (tie) Jim Wondolleck and Bruce Bradfute, 23.25; 7) Will Paxton, 22; 8) Duncan Carter, 19; 9) John Liebenberg, 18; 10) Dave Vickland, 17.25. (17 boats)

EL TORO, JR. — 1) Max Fraser, 51.5 points; 2) David Eva, 29.25; 3) David Liebenberg, 25; 4) Harry Nunns, 24; 5) David Blackett, 22.25. (11 boats)

LIDO 14 — 1) Jack Navarra, 43 points; 2) Jim Mackey, 22.25. (5 boats)

SUNFISH — 1) George Wilson, 35 points; 2) Bob Cronin, 32.75. (4 boats)

OYC BRUNCH SERIES (5 races, 1 throwout):

PHRF-I (150 & below) — 1) **No Name**, JS-9000, Andersen/Nelson, 4 points; 2) **Polar Bear**, Antrim 27, Richard Ray, 10. (6 boats)

COLUMBIA 5.5 — 1) **Drummer**, Weaver/Sankey/Sadeg, 6 points; 2) **Maverik**, Team Doyle, 7; 3) **Wings**, Mike Jackson, 11; 4) **Cheater**, Jim Graham, 14. (8 boats)

PHRF-II (151-165) — 1) **Morning Dew**, Kiwi 29, Vince Boley, 4 points; 2) **Noble Lady**, Beneteau First 305, Gary Massari, 9; 3) **Tamarin**, 'Sabre', Jay Chase, 13. (7 boats)

PHRF-III (166-189) — 1) **Double Agent**, Merit 25, Robin Ollivier, 5; 2) **Bandido**, Merit 25, George

boats)

FLEET V (157-206) — 1) **Wings**, Columbia 5.5, Mike Jackson; 2) **Straitjacket**, Mull 22, Ben Haket; 3) **Tamarin**, Sabre 30-3, Jay Chase. (8 boats)

FLEET VI (cruising 30s) — 1) **Current Asset**, Islander 30, John Bowen; 2) **Spindrifter**, Tartan 30, Paul Skabo. (4 boats)

FLEET VII (non-spinnaker) — 1) **Zenith**, Islander 36, Art Fowler; 2) **Diana**, Islander 36, Steve Zevanove; 3) **Fayaway**, 'Sigma', Ted & Diane Keech; 4) **Bacarat**, Peterson 34, Dave Reed. (12 boats)

FLEET VIII (> 206) — 1) **A Tuna Matata**, Santana 22, Bill King; 2) **Auggie**, Santana 22, Sally Taylor. (6 boats)

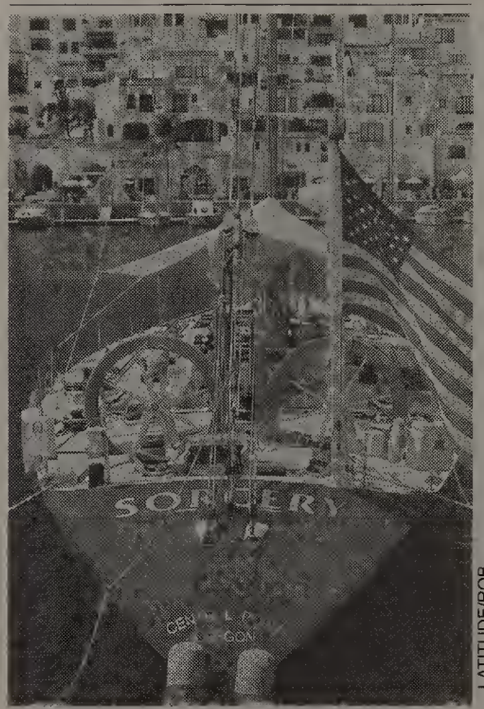
FLEET IX (singlehanded) — 1) **Polar Bear**, Antrim 27, Richard Ray; 2) **Logical Switch**, Express 37, Fred Joyce. (6 boats)

Full results — *www.oaklandyachtclub.com*

Mellow MEXORC

After skipping 2003, the 29th Mexican Ocean Racing Conference took place on March 14-19 in Banderas Bay, with headquarters once again in the back corner of the Puerto Vallarta Marina. Six big American boats, all returning north from the earlier Manzanillo Race, and 17 Mexican boats — half from Acapulco and half from P.V. — competed in the sunny 8-race, 1-throwout series. Conditions were perfect — 12 to 18 knots — for the seven buoy races, but a tad light for the 26.4-mile 'distance' race up to the Los Murietas Islands and back.

Sorcery has made a career out of winning Class A at MEXORC, and did so again with plenty of breathing room. Longtime boat captain Patrick O'Brien steered the big red Mull 82 and ran the whole show, as owner Jake Wood was up in Oregon on business. The racing was scored using straight SoCal PHRF numbers, which apparently don't favor ULDBs around the buoys. The only bummer for the *Sorcery* gang was injuring one of their grinders at the go-cart track — he was part of a three-cart pile-up, flipped and broke some ribs.



LATITUDE/ROB

Seeing red — 'Sorcery', pictured above at the Las Hadas docks after the Manzanillo Race, dominated Class A at MEXORC.

Dennis Conner also annihilated his class with his R/P 50 *Stars & Stripes*, just as he did two years ago. Coming on the heels of an equally decisive class win at the Manzanillo Race, it capped a successful southern road trip for Team Dennis Conner. The other two classes were won by Mexican boats — no surprise, as both groups were 100% Mexican. The fractionally-rigged J/V 44 *Olé*, a two-tonner owned by Antonio Elias of Mexico City, won Class C, with San Diego sailmaker John Bennett in the afterguard. *Barlovento* took the local Capri 37 class on a tiebreaker over the all-woman crew on *Dreadnaught*.

Olé (ex-*Swing*) also won the regatta overall, the first time in awhile that a Mexican boat has done so. About 300 people attended the awards banquet, where the class winners received Suunto watches. Fourteen airline tickets, courtesy of Mexicana Air, were raffled off and a new overall trophy honoring the late and much-loved regatta patron, Chatto Saenz, was also dedicated.

"MEXORC is alive and well," claimed race co-chairman Frank Whitton. "As for the future, we'll hold the regatta again anytime 20 boats want to get together in Puerto Vallarta. It could happen again after the P.V. Race next February, or the Cabo Race in March, or skip a year and follow the San Diego YC event. All doors are open."

CLASS A — 1) **Sorcery**, Mull 82, Jake Wood/Patrick O'Brien, 8 points; 2) **Magnitude 80**, Andrews 80, Doug Baker, 14; 3) **Victoria 5**, Andrews 52, Mike Campbell, 20; 4) **Medicine Man**, Andrews 61, Bob Lane & Dave Janes, 24. (4 boats)

CLASS B — 1) **Stars & Stripes**, R/P 50, Den-

FINAL MIDWINTER RACE RESULTS

Gurrola, 6. (5 boats)

180 RATERS — 1) **Lelo Too**, Tartan 30, Emile Carles, 6 points; 2) **Snow Goose**, Santana 30, Ted Mattson, 8; 3) **Wuvulu**, IB-30, John New, 11. (8 boats)

PHRF-IV (190 and up) — 1) **Pip Squeak**, Santana 20, Aaron Lee, 4 points; 2) **Pathfinder**, Ariel, Ernie Rideout/Ed Ekers, 7; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 14. (11 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey, 5 points. (3 boats)

Full results — *www.oaklandyachtclub.com*

RYC SMALL BOAT MIDWINTERS:

EL TOROS — 1) Fred Paxton, 36 points; 2) Gordie Nash, 47; 3) David Liebenberg, 66; 4) John Amen, 110; 5) Andrew Minkwitz, 110. 6) Max Fraser, 127; 7) John Liebenberg, 133; 8) Paul Tara, 141; 9) Mike Quinn, 142; 10) Art Lange, 193. (43 boats; 18 races)

OPTIMIST — 1) Claire Dennis, 32 points; 2) Ben Lezin, 32 points; 3) Rogan Kriedt, 33; 4) Ian Simms, 55; 5) James Moody, 86; 7) Cody Nagy, 90. (18 boats; 16 races)

SNIPE — 1) Andy Goodman, 28 points; 2) Nabil Shahin, 35; 3) Vince Casalaina, 38; 4) Joseph Harvard, 40. (12 boats; 15 races)

BYTE — 1) Alex Knox, 27; 2) Katherine McNeil, 38; 3) Kann Knowles, 39. (7 boats; 15 races)

WYLIE WABBIT — 1) Erik Menzel, 18 points; 2) Pete Rowland, 27; 3) Bill Erkelens, Jr., 28; 4) Marceline Therrien, 35. (12 boats; 10 races)

THISTLE — 1) Eric Stoelting, 12 points; 2) Jonathan Howell, 16. (6 boats; 9 races)

INT. 14 — 1) Kirk Twardowski, 8 points; 2) L. Henderson/K.Schmidt, 17. (6 boats; 8 races)

29er — 1) Michelle Fraser, 11 points; 2) Jordan Fromm, 17. (6 boats; 10 races)

CORONADO 15 — 1) Ryan Schofield, 16 points; 2) Kevin Wasbauer, 21. (7 boats; 7 races)

LASER — 1) Tracy Usher, 12 points; 2) Tim Russell, 26; 3) David Lapier, 27; 4) Chris Burns, 55; 5) Roger Herbst, 66; 6) Walt Speuak, 71; 7) Will Benedict, 82; 8) Michael Mann, 82; 9) Colin Brochard, 84; 10) Blaine Pedlow, 85. (40 boats; 8 races)

INT. CANOE — 1) Anders Petersson, 3 points. (3 boats; 4 races)

PORTSMOUTH — 1) Bob Cronin, Sunfish, 21 points; 2) Steve Lowry, DaySailer, 22; 3) George Wilson, Sunfish, 23; 4) Adam Boroherding/Rob Howe, Hobie 16, 33; 5) Curt Rodgers, Banshee, 33. (15 boats; 8 races)

Full results — *www.richmondyc.org*

SANTA CRUZ YC MIDWINTERS:

CREWED — 1) **Animal**, Sydney 38, Craig French, 7 points; 2) **Hanalei**, SC 27, Beat Neaf, 25; 3) **Mojo**, SC 27, Jim Case, 27; 4) **Wildfire**, Moore 24, Howard Ruderman, 32; 5) **Sophie**, SC 27, Luc De Faymoreau, 43, 6) **Sofa King Fast**, Melges 24, Gripenstraw/Bassano, 47; 7) **Shadow**, Olson 30, Frank Parker, 54. (18 boats)

DOUBLEHANDED — 1) **Minor Threat**, Melges 24, Peter Dalton, 8 points; 2) **Una Mas**, Moore 24, Larry Peterson, 11; 3) **Ngellew Fejj**, Moore 24, Peter Phelan, 20. (6 boats)

(7 races w/1 throwout; *www.scyc.org*)

SAUSALITO YC MIDWINTERS (4 races):

J/105 — 1) **Juxtapose**, Ariel Poler, 13 points; 2) **Luiu**, Don Wieneke, 13; 3) **Whisper**, Eden Kim, 15; 4) **Jose Cuervo**, Sam Hock, 17. (8 boats; 8 races w/2 throwouts)

BIG SPINNY (< 111) — 1) **Astra**, Farr 40, Mary



RICH ROBERTS

Star search — George Szabo (7995), Howie Schiebler (8077), and Paul Cayard (8159) duke it out at the U.S. Olympic Star Trials in Miami.

nis Conner, 7 points; 2) **Wasabi**, Farr ILC 46, Jorge Ripstein, 13; 3) **China Cloud**, ILC 46, Eduardo Saenz, 24; 4) **Ruahatu**, Concordia 47, Ricardo Brockman, 29; 5) **Jeito**, J/145, Francisco Guzman, 32; 6) **Velos**, Tanton 73, Kjeld Hesthave, 37. (6 boats)

CLASS C — 1) **Olé**, J/V 44, Antonio Elias, 8 points; 2) **Bandido**, Frers 43, Ernesto Amtmann, 13; 3) **Quintessence**, R/P 42, Roberto Vulling, 19. (6 boats)

CLASS D (Capri 37) — 1) **Barlovento**, Jaime Castanos, 14 points; 2) **Dreadnaught**, Laura Legorreta, 14; 3) **Crew 2**, Agustine Tapia, 29. (7 boats)

OVERALL — 1) **Olé**, 11 points; 2) **Bandido**, 20; 3) **Sorcery**, 20; 4) **Quintessence**, 33; 5) **Stars & Stripes**, 37. (23 boats)

Coleman, 14 points; 2) **Absolute '02**, Sydney 38, Keith MacBeth, 16; 3) **Team Iverson**, 11:Metre, Mark Varnes, 16; 4) **Sensation**, 1D-35, Mario Yovkov, 18; 5) **E.T.**, Antrim 27, Todd Hedin, 18. (12 boats)

LITTLE SPINNY (> 111) — 1) **Carlene**, WylieCat 30, 9 points; 2) **Mr. Toad**, J/24, John Hunt, 9; 3) **Jammin' II**, Catalina 30, Mike Lamb, 17; 4) **Gammon**, Tartan Ten, Jeff Hutter, 19; 5) **Picaroon**, Santana 35, Mike Melin, 23; 6) **Lynx**, WylieCat 30, Steve Overton/JP Plumley, 23. (16 boats)

NON-SPINNAKER I (< 185) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Youngster**, IOD, Ron Young, 11; 3) **Roeboat**, Catalina 30, Rod Decker, 18; 4) **Basic Instinct**, Elliott 10.5, Jan Borjeson, 20. (9 boats)

NON-SPINNAKER II (> 185) — 1) **Nordlys**, Knarr, Joel Kudler, 9 points; 2) **Patience**, Ranger 23-T, John Baier, 13; 3) **Homus**, Ericson 27, Josh Dvorson, 16; 4) **Shadow**, Knarr, Robert Carlson, 17. (9 boats)

SANTANA 22— 1) **Tackful**, Frank Lawler, 8 points; 2) **Elaine**, Pat Broderick, 10; 3) **Fiddler's Green**, John Slivka, 11. (6 boats)

Full results — *www.syconline.org*

Box Scores

Following are a few more race results and rankings from last month. Keep sending them in, and we'll keep publishing them!

BYC MIDS CHAMP OF CHAMPS (2/29; 8.8 miles):

RED FLEET — 1) (tie) **Travieso**, J/22, Jack Allen, and **Sparrowhawk**, Moore 24, Vaughn Seifers; 3) **Snowjob**, J/24, Brian Goepfrich; 4) **Personal Puff**, Melges 24, Dan Hauserman; 5) **Ixxis**, Olson 911-S, Ed Durbin. (12 boats)

BLUE FLEET — 1) **Parachairs**, Moore 24, Rowan Fennell; 2) **Advantage 3**, J/105, Pat & Will Benedict; 3) **Starkite**, Catalina 30, Laurie Miller. (8 boats)

WHITE FLEET — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Jeannette**, Tartan Ten, Henry King. (6 boats)

COLLEGIATE RANKINGS (as of March 2):

COED — 1) Harvard; 2) **Hawaii**; 3) Tufts; 4) **USC**; 5) Georgetown; 6) Dartmouth; 7) Brown; 8) Kings Point; 9) Boston College; 10) Hobart/Wm. Smith; 11) Charleston; 12) St. Mary's; 13) MIT; 14) **Stanford**; 15) **UC Irvine**; 16) South Florida; 17) Eckerd; 18) Old Dominion; 19) Washington College; 20) Coast Guard.

WOMEN — 1) Brown; 2) Dartmouth; 3) Harvard; 4) Tufts; 5) Yale; 6) Charleston; 7) Old Dominion; 8) **USC**; 9) Georgetown; 10) **UC Irvine**; 11) Navy; 12) **Stanford**; 13) Hobart/Wm. Smith; 14) **Hawaii**; 15) St. Mary's.

SOUTH BAY YRA #5 (CPYC; March 6):

SPINNAKER — 1) **Summertime**, Int. Folkboat, Luther Izmarian; 2) **Liquid Kitty**, Santana 525, Dave Waller; 3) **Spirit**, Cal 20, Vince Swerkes; 4) **Jet Lag**, Catalina 34, Roger Roe; 5) **Sundancer**, Hunter 34, Bob Carlen. (16 boats)

NON-SPINNAKER — 1) **Chablis IV**, Cal 25-2, Dave Few; 2) **Far Better Thing**, Ericson 30+, Charles McArthur; 3) **Blue J**, J/24, Keith Barker.

Full results — *http://sbyra.comcast.net.*

ISAF MATCH RACING RANKINGS (as of 3/17):

MEN — 1) Karol Jablonski, POL; 2) Jesper Radich, DEN; 3) **Ed Baird**, USA; 4) Mathieu Richard, FRA; 5) James Spithill, USA; 6) Staffan Lindberg, FIN; 7) Paolo Cian, ITA; 8) Magnus Holmberg, SWE; 9) Ian Williams, GBR; 10) Bjorn Hansen, SWE.

WOMEN — 1) Marie Bjorling, SWE; 2) Malin Millbourn, SWE; 3) Nina Braestrup, DEN; 4) Lotte Meldgaared Pedersen, DEN; 5) **Liz Baylis**, USA; 6) Marie Faure, FRA; 7) Claire LeRoy, FRA; 8) Betsy Alison, USA; 9) Paula Lewin, BER; 10) Sabrina Gurioli, ITA.

Complete list — *www.sailing.org/matchrace.*

SOUTH BEACH YC MIDWINTER #5 (3/13):

SPINNAKER-I (< 149) — 1) **Sensational**, 1D-35, Gary Fanger; 2) **Sensation**, 1D-35, Mario Yovkov; 3) **Northern Light**, Santana 35, Roger Neathery; 4) **Moray**, 11:Metre, Mark Hecht. (11 boats; 5.4 mi.)

SPINNAKER-II (> 149) — 1) **Goose**, Catalina 30, Mike Kastrop; 2) **Dreamer**, Hunter 31, Douglas Gooding. (4 boats; 5 mi.)

NON-SPINNAKER — 1) **Fancy**, Ericson 33, Chips Conlon; 2) **Topolina**, Islander 30, Gary Fox. (5 boats; 3.3 mi.)

Full results — *www.southbeachyc.org.*

Race Notes

Olympic trials and tribulations: The **U.S. Olympic Star Trials** were halfway over (7 of 16 races) as we went to press. Twenty-two talented Star teams — half of them from California — were competing in the windy waters off Miami. Barring some unlikely catastrophe, **Paul Cayard** and crew **Phil Trinter** appear to be on their way to the Athens Games this August. Their 2,(6),1,2,3,1,1 record has them a comfortable 14 points ahead of

THE RACING



DAVID KUETTEL

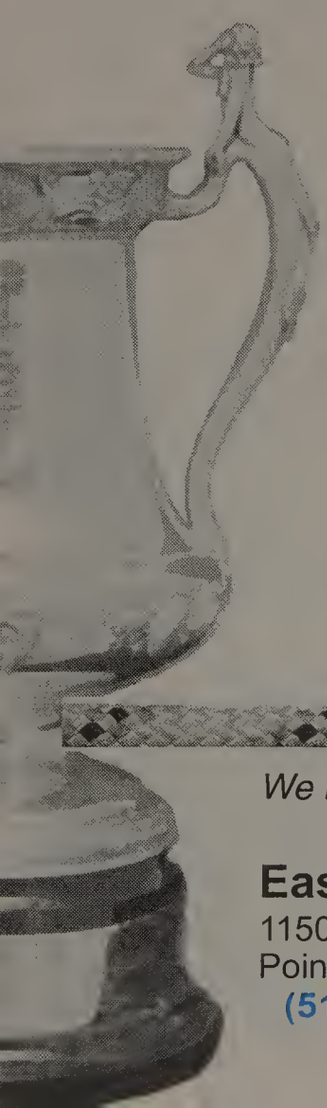
Lethal weapon — David Kuettel's cool new T-1150 'Serena' just rolled out of Jim Betts' shop at Lake Tahoe. Next stop, the Pac Cup.

Vince Brun/Mike Dorgan and 15 ahead of George Szabo/Mark Strube, and the rest of the fleet is well back from there. "Everyone is in awe of Paul and Phil," said Rich Roberts, whose pictures and reports can be found at *www.-yachtracing.com*. "They're simply faster in every direction, and in every condition!"

Congo line: Currently scheduled to compete in Long Beach YC's **40th Congressional Cup** on April 20-24 are **Ed Baird**, '96 and '97 winner Gavin Brady (NZ), '88 winner Peter Gilmour (AUS), local hero **Scott Dickson**, Allan Coutts (NZ), Cameron Appleton (NZ), Kelvin Harrap (NZ), Jes Gram-Hansen (DEN), and Mattias Rahm (SWE). Adding 'star power' to the Catalina 37 match racing event will be **Gary Jobson**, on hand at the Meet the Skippers Dinner on April 19 to receive an honorary Crimson Blazer for his many contributions to the sport.

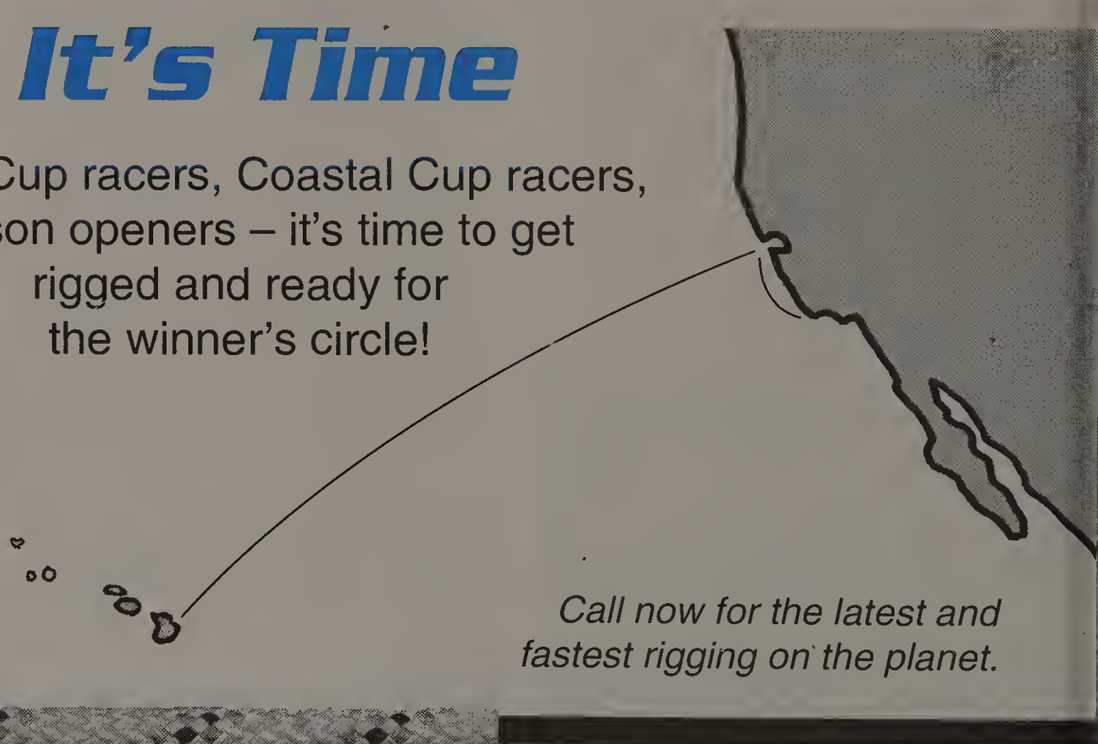
The Fame Game: Four more A-Cup legends will be inducted into the America's Cup Hall of Fame later this summer — longtime *Stars & Stripes* tactician **Tom Whidden** (Essex, CT), *Team New Zealand/Alinghi* tactician **Brad Butterworth** (NZL), skipper/tactician Hank Haff (USA, 1837-1906), and designer William Fife (GBR, 1857-1944). They join 55 previous Hall of Famers, a group which conspicuously still doesn't include the late Australian designer **Ben Lexcen**, whose wing-keeled creation finally wrestled the Cup away from this country in 1983. The America's Cup Hall of Fame, situated in the Herreshoff Marine Museum in Bristol, RI, was created in 1993 to "honor the challengers, defenders, and legendary personages of the world's most distinguished sporting competition."

Sale boats of the month: Longtime racer **Doug Holm**, currently the vice commodore of StFYC, has ordered a new J/100, hull #4, for an August delivery. The 33-foot "gentleman's boat", the first one sold on the West Coast, will debut at the StFYC Stag Cruise. . . 11:Metre campaigner **Mark Varnes** is the new owner of the J/120 *Convergence*, which he has



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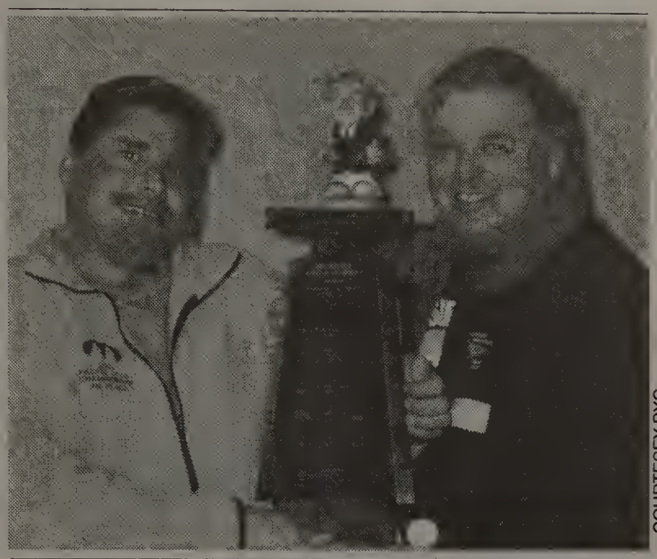
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EASOM Racing and Rigging

renamed *Valkyrie*. Varnes' J/120 career began with a bang at the StFYC Spring One Design Regatta, but that's another story. *Valkyrie* brings the local J/120 fleet up to nine boats again, and with their Nationals slated for the Bay in 2005, that class is bound to keep growing.

The plot thickens: After a heated debate at the US Sailing Spring meeting, the **US Sailing Offshore Office endorsed IRC**, the five-year-old English rating rule which is now being used by 5,000 boats in 30 countries. Recognizing that there is a growing demand for IRC (StFYC already plans to use it for handicapping this September's BBS), US Sailing, in a terse, three-sentence press release on March 15, said it "will assume responsibility for processing data and distributing IRC certificates for U.S.-flagged vessels. Seahorse Rating Limited will provide the ratings. ISAF recently recognized IRC as an International Rating System."



COURTESEY BYC

BBYC Co-Champion of Champions Vaughn Seifers ('Sparrowhawk') and Jack Allen ('Travieso'). They tied on corrected time!

Jim Teeters, the Offshore Office's longtime Research Director, resigned over this controversial decision. Others may follow.

More sale boats: Sail California, under new management, is enjoying a busy spring. They recently sold the J/105 ***Bandwidth*** to Marin attorney and OCSC alum Leslie Richter, and Kensington architect Franz Steiner is the new owner of the Bianca 414 ***Sundog***, which he will primarily use as a fast cruiser. . . Nelson's Yachts just sold a **new Sydney 36**, to be named *Fins*, to Todd and Cindy Wyrick of Hawaii. The Wyricks, former East Bay residents and Encinal YC members, are moving up from their J/32.

Exodus: The Farr 40 ***Non Sequitur*** left for Auckland, NZ, in the beginning of March, purchased by John Melville. . . The Smith 43 ***High Risk*** will sail down the coast shortly to a new home in SoCal. David Vieira of Bell Canyon is the new owner. . . Dale Scoggin just sold his Olson 30 ***Run Wild***, the 2003 overall Coastal Cup winner, to Christopher Stein and Nola Dillingham of San Diego. They'll race the boat in San Diego, and also sail it often in Lake Havasu, AZ. . . The yellow R/P 70 ***Taxi Dancer*** was recently sold to Paul and Laura Sharp, the MacGregor boat importers for England. *Taxi* will sail out of Newport Beach until next winter, when the Sharps will head to the Caribbean for the spring circuit.

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THE RACING SHEET

After that, the boat will live in Falmouth, England.

Pac Cup countdown: SFYC member Tom Akin just bought the SC 52 ***Lightning*** from a Great Lakes rockstar — a real one, Bob Seger. Akin's first big race will be this summer's West Marine Pacific Cup. Speaking of which, that race is holding steady at about 65 boats now — down from their usual sold-out status, and just barely ahead of the 2003 TransPac's 57-boat turnout. Another recent entry is Frederic Laffitte's Barnett 56 ***Kyrnos*** from Woodway, WA. In the true spirit of the Pac Cup, Laffitte, an accomplished Etchells sailor, is bringing along five other family members — and his friend Emmanuel Renoir, the great grandson of the famous French painter!. . . Another entry, David Kuettel's Thompson T-1150 ***Serena***, is nearing completion up at Jim Betts' Tahoe shop. The new 38-foot rocketship will be assembled at KKMI in May and eventually be berthed at Corinthian YC. Kuettel, who also co-owns the J/33 *Alize*, plans to race the Pac Cup doublehanded with Dave Van Houten.

Random notes: The **SSS TransPac** now lists 19 entries for their June 26 solo race to Hanalei Bay. The latest recruits are *Koinonia* (J/35, James Graul), *Sail A Vie* (Ericson 35, Phil MacFarlane) and *Wenlimar* (Swan 47, Wen Lin). Entry fees are 100% refundable up until April 15, so the fleet may shrink some in the next few weeks. . . The Bay View BC and South Beach YC are trying something new and different on Saturday, April 17 — **match racing for club-level sailors**. The first 25 pairs of sisterships will be accepted for this "beer can level" match racing series, which will feature two courses and an umpire team led by local guru **Tom Roberts**. Sounds like fun! See *www.bvbc.org* for more. . . **Charlie Arms,** the sailing director at Cal Maritime Academy in Vallejo, won the Sundance Cup, a Grade 4 women's match racing regatta hosted by the Fort Worth Boat Club (*www.fwbc.com*). Charlie and crew Colleen Cook, Dana Riley and Emily French topped nine other teams in winning the double round-robin J/22 event.



LATITUDE/ROB

Bill and Melinda's Erkelens' Hoble 33, which they'll sail doublehanded in the Pac Cup, sports a gigantic America's Cup-style mainsail.

All over but the crying: A whole bunch of regattas occurred last weekend while the magazine was at the printer. Check the relevant websites to see who won the **Pacific Life Yacht Club Challenge** (*www.nhyc.org*), the **Año Nuevo Race** (*www.mpyc.org*), the **Doublehanded Farallones** (*www.sfbama.org*), and **Wheeler Regatta** (*www.berkeleyyc.org*). If you're interested in Caribbean racing, the **Rolex Regatta** (*www.rolexcupregatta.com*) is now over and the **BVI Spring Regatta** (*www.bvispringregatta.org*) is just getting underway.

So many races, so little time!

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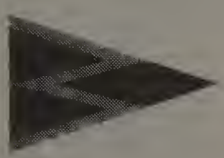
Racing the Winds of Paradise Is Back !

WAIKIKI INSHORE SERIES • WAIKIKI OFFSHORE SERIES

July 23 - 25, 2004 July 31 - August 6, 2004

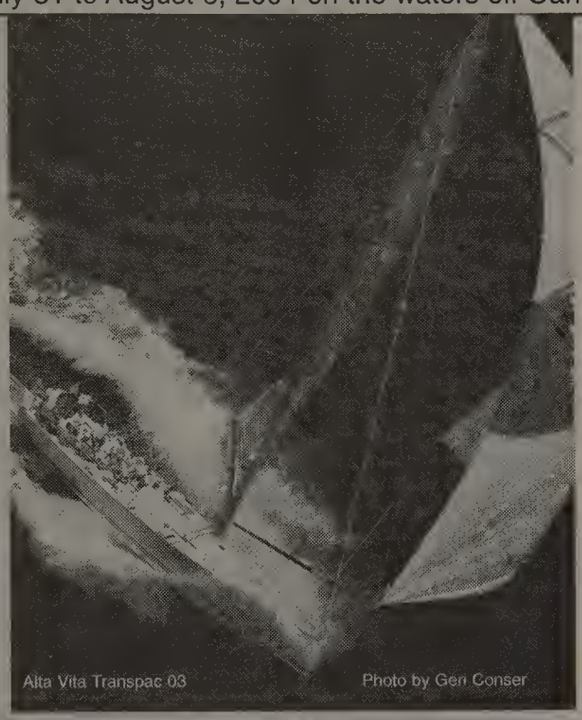
The Waikiki Yacht Club and the Transpac 52 Owners Association are pleased to announce the new Waikiki Offshore Series to be sailed July 31 to August 6, 2004 on the waters off Oahu and Molokai, Hawaii.

The Waikiki Inshore Series is designed for inshore one designs and will include Melges 24 and J-24 starts along with PHRF and Americap II classes. The regatta includes four windward leeward races off Waikiki and a race to Kokohead and back.



Waikiki Yacht Club
1599 Ala Moana blvd.
Honolulu, HI 96814
808-955-4405
Fax: 941-5026

For more information on both regattas including the NOR are available at www.waikikioffshores.com



Alta Vita Transpac 03 Photo by Gen Conser

The Waikiki Offshore Series is designed to bring back the best of the Kenwood Cup. The famous Molokai race will be run with the same start area and turning mark off Maui. The 60 mile medium distance race is to Makapuu point, down to Barbers Point and finish off Waikiki. The six windward leeward races will test your boat and crew racing in Hawaii's famous tradewinds. All Offshore one design, PHRF and Americap rated boats are invited. A canting keel class is available.

Transpac 52

Regatta Chair
Commodore Steve Thomas
setusa143@aol.com
www.waikikioffshores.com



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THE † PIRATE'S † LAIR

With a special 'season-opener' report this month on ***The Bay Area's Bareboat and Crewed Charter Yacht Options.***



INSET: COURTESY CLUB NAUTIQUE

Access to the Bay: A Wide Range of Possibilities

Years ago we made a curious observation about the San Francisco Bay Area, and to this day it never ceases to amaze us. It occurred to us that simply living near the Bay — with its ever-changing colors, swirling tides and continual parade of maritime action — adds immeasurably to the quality of life of every area resident. Yet of the millions of people who endure an astronomical cost of living for the privilege of claiming a Bay Area address, only a minute percentage ever actually get out on the water. You'd think access to Bay waters was all but impossible. Not so.

The San Francisco Bay boasts dozens of options for seeing the sights from a waterborne perspective, even if you just hopped off the Greyhound from Kansas City and have never stepped foot on a boat. Since our obvious bias is toward sailing craft, we'll spare you the info on harbor tour ships, ferries and dinner cruise motoryachts, focusing instead on the two principle divisions in the realm of sailing craft for hire: bareboats and crewed charter vessels.

Bareboats — As every sailor worth his salt knows, the term bareboat was coined back in the late '60s to mean a drive-it-yourself rental boat equipped with all necessary sailing gear, as well as interior amenities. Over the years, that novel concept evolved into what is today a multimillion-dollar industry with charter bases located in both tropical and temperate climates all over the planet.

Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually dubbed 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation. In most cases you don't have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices. Be aware that the first time you charter with a given company you will generally have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a bridge tower. If time allows, the wise move is to drop by and get checked out a few days ahead of time so that process won't cut into your charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues, 'social sails' where everyone pitches in a few bucks

As the following list demonstrates, there are a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible, and we regret any errors or omissions.

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

Atlantis Yacht Charters
Sausalito (415) 332-0800
www.yachtcharter.com

- **• 30' & UNDER •**
  - Ericson 30
- **• 36' - 40' •**
  - Columbia 36
  - Catalina 38
  - Beneteau 38
- **• OVER 40' •**
  - Nordic 44

Cass' Marina
Sausalito (415) 332-6789
www.cassmarina.com

- **• 30' & UNDER •**
  - Santana 22
  - Santana 22 Mark II (6)
  - J/24 (2)
  - C&C 25
  - Bristol 27 (5)
  - Lancer 30
  - Cal 30
- **• 31' - 35' •**
  - C&C 35
  - Ericson 35

Club Nautique
Sausalito, Alameda, Coyote Pt.
(800) 343-SAIL
www.clubnautique.net
SA = Sausalito; AL = Alameda
CP = Coyote Point

• 30' & UNDER •	
Santana 25 (4)	AL, SA, CP
Colgate 26 (5)	AL, SA, CP
Hunter 29.5	CP
Hunter 290 (6)	AL, SA, CP
• 31' - 35' •	
Hunter 310 (4)	AL, SA
Hunter 320 (5)	AL, SA
Jeanneau 32	AL
Hunter 326 (4)	AL, SA
Gib Sea 33	AL
Hunter 33	SA
Hunter 340 (2)	AL, CP
Jeanneau 34	SA
Hunter 356 (4)	AL, SA, CP
• 36' - 40' •	
Dufour 36 (2)	AL, SA
Hunter 36 (3)	SA, CP
Jeanneau 36	SA
Jeanneau 37 (2)	AL, SA
Hunter 37.5	AL
Hunter 376	SA
Jeanneau 37	SA
Hunter 380 (2)	AL, SA
Jeanneau 40 (2)	AL, CP
Caliber 40	SA
• OVER 40' •	
Hunter 410 (3)	AL, SA
Gib Sea 43	AL
Jeanneau 52	AL

Lighthall Yacht Charters
Santa Cruz (831) 429-1970
www.lighthallcharters.com

- **• 30' & UNDER •**
  - Catalina 27
- **• 31' - 35' •**
  - Catalina 34
- **• 36' - 40' •**
  - N/A
- **• OVER 40' •**
  - Catalina 42 (2)

Modern Sailing Academy
Sausalito (800) 995-1668
www.modernsailing.com

- **• 30' & UNDER •**
  - Islander 30
- **• 31' - 35' •**
  - Beneteau 311
  - Pearson 32
  - Ericson 32
  - Beneteau 33
  - Seawind 1000 [33'] cat
  - Beneteau 35
- **• 36' - 40' •**
  - Beneteau 38
  - Island Packet 38
  - Beneteau 39 (2)
- **• OVER 40' •**
  - Beneteau 43
  - Beneteau 44



INSETS, LEFT: CLUB NAUTIQUE; RIGHT: MODERN SAILING ACADEMY

COURTESY OCSC

In addition to renting bareboats, Bay Area sailing clubs provide easy access to hands-on instruction and on-the-water social events.

to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere. For folks who don't own their own boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through a hierarchy of classes, and the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's combined fleet of so many varied types of boats can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing the full range of skills. We'd bet that virtually every Bay Area sailor has fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat — including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

Daily rental rates are certainly much more than, say, a rental car, but when split between a group of friends, bareboat chartering can be a relative bargain — often less than the cost of the same group going out for a fancy dinner, and it's much less fattening.

Monterey Sailing
Monterey (831) 732-9463
www.montereysailing.com

• 30' & UNDER •
Catalina 22
Santana 22
Ranger 23
Cal 25
Excalibur 26
Custom 27
Islander 28
Buccaneer 30
Pearson 30
Coronado 30
Cal 30
Shields 30 (4)

• 31' - 35' •
N/A

• 36' - 40' •
N/A

• OVER 40' •
Columbia 43

OCSC
Berkeley (800) 223-2984
(members only)
www.ocscsailing.com

• 30' & UNDER •
J/24 (22)
Ultimate 24 (3)
Olson 25 (4)

• 31' - 35' •
Beneteau 310
Catalina 320 (4)
Beneteau 331
Hallberg-Rassy 34

• 36' - 40' •
Catalina 36 (5)
J/105 [34'] (5)
Sabre 36

• OVER 40' •
Caliber 40

Pacific Yachting/Sailing
Santa Cruz (800) 374-2626
www.pacificsail.com

• 30' & UNDER •
Santa Cruz 27 (2)
Catalina 27
Catalina 28

• 31' - 35' •
Catalina 31
Catalina 32 (2)
Morgan 32
Hunter 33
Hunter 34
Catalina 34 (2)

• 36' - 40' •
Beneteau 36.7
Catalina 36 (2)

• OVER 40' •
Beneteau 46.1

Tradewinds Sailing School & Club
Pt. Richmond (510) 232-7999
www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay
(*boats also at Folsom Lake)

• 30' & UNDER •
Capri 22 (25-ft) (6)
Newport 24*
Catalina 25*
Catalina 27
Ericson 27 (4)
Newport 28
Catalina 30 (3)
Hunter 30

• 31' - 35' •
Dufour 31
Cal 31 (2)
Hunter 32
Ericson 32

• 36' - 40' •
Hunter 356
Islander 36
Hunter 36
Catalina 38
Ericson 39

• OVER 40' •
Beneteau 42
ULDB 65

Spinnaker Sailing of Redwood City
(650) 363-1390
www.spinnakersailing.com

• 30' & UNDER' •
Santana 22 (7)
Cal 24 (2)
Merit 25 (7)
Catalina 27

• 31' - 35' •
Bristol 31

• 36' - 40' •
Catalina 36

• OVER 40' •
Ron Holland 47

Spinnaker Sailing of San Francisco
(415) 543-7333
www.spinnaker-sailing.com

• 30' & UNDER' •
Santana 22 (4)
Santa Cruz 27 (7)
Hunter 29.5

• 31' - 35' •
Catalina 310
Catalina 320 (3)
Catalina 34
J/105 [34']

• 36' - 40' •
Jeanneau 36
Catalina 36
Beneteau 39
C&C 40

• OVER 40' •
Hunter Passage 42

WORLD



COURTESY 'GLORY DAYS'

When special occasions arise, or when you just want to go out with friends on a scheduled cruise, multi-passenger vessels such as 'Glory Days' (pictured here) are just the ticket.

Crewed Charter Vessels — The vessels you'll find on these pages are accessible to folks of all ages, with no sailing skills required whatsoever. But while they are ideal for non-boaters, there are special occasions when even diehard sailors who own an arsenal of sailing craft could use their services.

Consider a few possibilities. Suppose you have a slew of relatives coming in from out of town for a wedding or reunion and you'd like to show them around the Bay. Do you really want to cram them all onto your beat-up old daysailer with the nonfunctional head? No. The smart move would be to charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of a Bay cruise on a bona fide sailing vessel. Those who care to pitch in with the sailing chores are usually welcome to help, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully-crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with only six passengers for hire, and 'Multi-Passenger Vessels' (technically called "inspected vessels"). In most cases these can legally carry up to 49 passengers.

In the following pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!

'Multi-Passenger' Vessels (7+)

(In alphabetical order.)

***Adventure Cat*:** A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events.
- (415) 777-1630 or (800) 498-4228; website: *www.adventurecat.com*

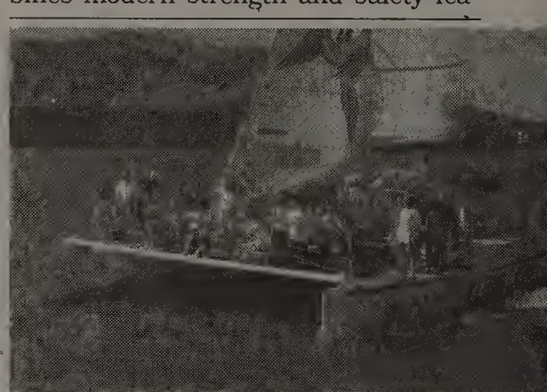
'Adventure Cats' are berthed at Pier 39. Pictured below is the big sister.



***Adventure Cat II*:** Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was launched just last year. Like her older sister, she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats to sail together in tandem.

- Carries up to 99 passengers (comfortable with around 80).
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events. (No scheduled trips.)
- (415) 777-1630 or (800) 498-4228; website: *www.adventurecat.com*

Bay Lady: At 90 feet in length, she is licensed to carry up to 80 passengers — the second-largest capacity of any sailing charter vessel in the region. She was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. *Bay Lady* is the largest Coast Guard "certified" sailing vessel on the West Coast.



The original 'Adventure Cat' is fast and fun.

- Certified for 80 passengers (comfortable with about 65).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, off-



shore charters (such as to Monterey) and special events including corporate and baseball parties.

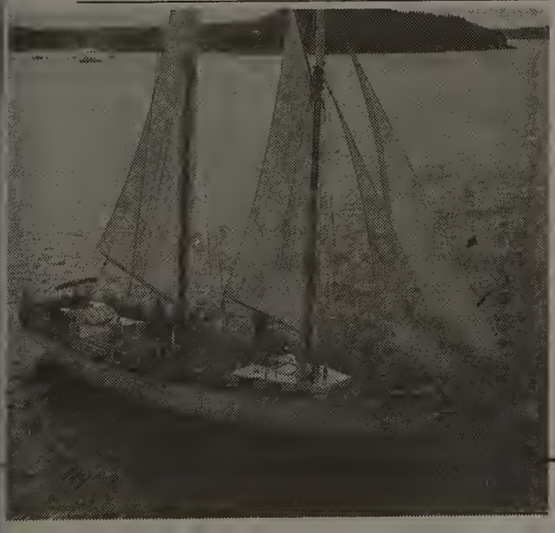
• (415) 543-7333; website: *www.rendezvous-charters.com*

***Chardonnay II*:** If you've ever sailed in the waters off Santa Cruz, you've probably seen this sleek beauty gliding over the wavetops with a spirited load of revelers on deck. A modified Santa Cruz 70 design, she was specially customized by Bill Lee for safe, easy-handling charters. Based at Santa Cruz Yacht Harbor, she is popular with both locals and Silicon Valley corporate clients.

• Carries up to 49 passengers.

• Berthed at Santa Cruz Harbor.

The steel schooner 'Bay Lady' carries 80.



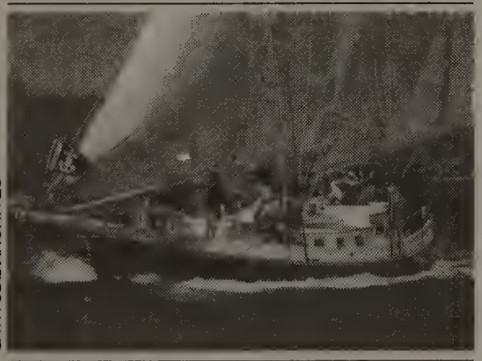


The custom Santa Cruz 70 'Chardonnay II'.

• Available for scheduled sailings (individually ticketed), private group charters, and special events including corporate.

• (831) 423-1213; website: *www.chardonnay.com*

***Gas Light*:** Built by master shipwright Billy Martinelli, this beautifully-crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market aboard similar scows. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party



LATITUDE ARCHIVES

The scow schooner 'Gas Light'.

cruise, and she heels only minimally.

• Carries up to 49 passengers (ideal with 25-35).

• Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters and special events including corporate.

• (415) 331-2769 or (415) 601-1957; website: *www.gaslightcharters.com*

***Glory Days*:** This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own a few years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan first began producing the Out Island line in the late '60s, they quickly became a hot cruising design,



The Morgan O.I. 51 'Glory Days'.

and charter companies loved them — especially the 51s, like *Glory Days.*

• Takes up to 30 (although certified for 42 — probably the only O.I. 51 that is).

• Berthed at Pelican Harbor, Sausalito.

• Available for scheduled sailings, private group charters, corporate sails and special events.

• (800) 849-9256 or (415) 336-0392; website: *www.sailsfbay.com*

***Hawaiian Chieftain*:** At 65 feet on deck and 103 overall, the *Chieftain*'s design was inspired by 18th century warships. She carries an authentic traditional rig, with squaresails on her mainmast. Her high bulwarks and broad decks make even non-sailing grandmas feel comfortable aboard. Like an overgrown Disneyland ride, a sail on the *Chieftain* is often more than simply a ride

The square tops'l ketch 'Hawaiian Chieftain'.



LATITUDE ARCHIVES

across the Bay. One of her specialties is performing mock battles with visiting tall ships where her fully-costumed crew actually fires cannons.

• Carries up to 47 passengers.

• Berthed at Marina Plaza, Sausalito.

• Available for private group charters, special events, square-rig sail training, youth education, and regularly scheduled sails (individually ticketed).

• (415) 331-3214 or (800) 401-7835; website: *www.hawaiianchieftain.com*

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, Admiral Joni, enjoy doing Bay charters for the general public, which finance



ROD PHILLIPS

The tradltional ketch 'Nehemiah'.

their true passion: youth sail training, particularly for 'at-risk' youth. Solidly-built and traditionally-rigged, she is an ideal platform for both hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

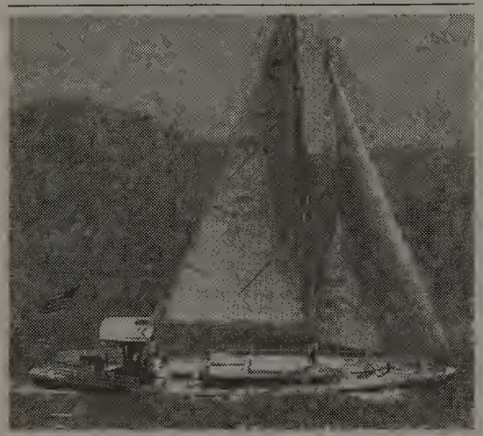
• Carries up to 32 passengers.

• Berthed at Richmond Marina Bay.

• Available for youth sail training, scheduled sails (individually ticketed) and private charters.

• (510) 234 - 5054; website: *www.sailingacross.com*

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar site on the Bay for over two decades. She's become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. *Ruby* is, in fact, the longest-established charter boat on the Bay, now in her 24th year of service. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance



The steel sloop 'Ruby'.

cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard for an Opening Day photo shoot in the waters off SBC Park.

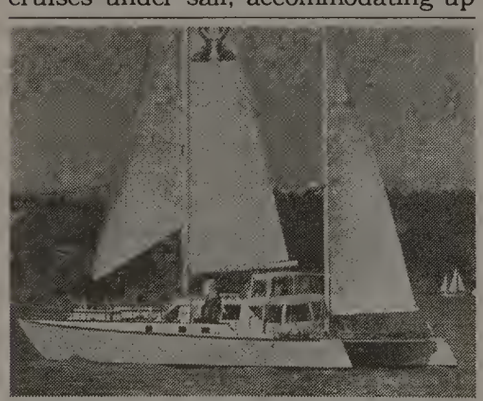
• Carries up to 31 passengers.

• Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.

• Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.

• (415) 861-2165; website: *www.rubysailing.com*

Sea Raven: This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up



'Sea Raven' does elegant dinner charters.

to 30 guests for 'sit-down' dinners in her customized salon. For this purpose, she is completely unique within the fleet, which, naturally, brings her plenty of corporate business.

• Carries up to 49 passengers.

• Berthed at South Beach Harbor, San Francisco.

• Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.

• (415) 543-7333; website: *www.rendezvous-charters.com*

Team O'Neill: Based in Santa Cruz, this custom-built 65-ft cat is expansive, stable and fast — ideal for party charters or whale watching in the waters of Monterey Bay. Although Jack O'Neill is a longtime sailor (as well as a lifelong surfer), he initially became interested in the 65-ft *Team O'Neill* cat in connection with another of his passions — hot air ballooning. He rigged her with a tabernacle mast that hinged aft, and used the massive 65 x 28-foot platform as a 'launch pad'.

Although *Team O'Neill* is available for private charters, she spends much of her time these days running educational sailing trips for grade school kids. Called the O'Neill Sea Odyssey, these programs focus on marine science, integrating classroom study and community service with sails out into the Monterey Bay Marine Sanctuary.

• Carries up to 49 passengers.

• Berthed at Santa Cruz Yacht Harbor.

• Available for private group charters, whale watching and special events including corporate.

• (831) 425-0949; website: *www.oneillseaodyessy.org*

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco to Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

• Carries up to 25 passengers.

• Berthed at South Beach Harbor, San Francisco.

• Race charters (including offshore), private group charters, and special events including corporate.

• (415) 543-7333; website: *www.rendezvous-charters.com*



The 'Team O'Neill' cat sails out of Santa Cruz.

Smaller Capacity Crewed Yachts
(alphabetically)

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — virtually every sailing school (club) listed at the beginning of this section also has boats which are available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely fitted-out for both comfortable daysails and overnight charters. Call them for details and pricing.

Apparition: Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to



This 'Apparition' is a familiar sight.

the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

• Carries up to 6 passengers* (see below).

• Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa Rivers.

• *Can be bareboated by special arrangement with up to 12 passengers.

• (415) 331-8730; website: *www.apparition.com*

Argosy Venture: One of the largest and most unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

• Carries up to 12 passengers.

• Berthed at Brisbane Marina.

• Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.

• (650) 952-4168.

Carrera: At the other end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey — where she is just about the only charter boat these days — *Carrera* balances her increasingly-busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

• Carries up to six passengers.

• Berthed at Fisherman's Wharf, in Monterey.

• Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.

• (831) 375-0648; website: *www.sailmontereybay.com*

Cat Ballou: This sweet-sailing Catana 42 catamaran arrived in the Bay only a few years ago. Her owners, Chuck and Ellie Longanecker, bought her out of a Caribbean charter fleet, then upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also voyages beyond the Golden Gate. In fact, in recent years she's offered a series or 'adventure charters' to, from and within Mexico.

• Carries up to six passengers.

• Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, corporate charters and special events.

• (888) 566-8894; website: *www.sanfranciscosailing.com*



'Cat Ballou' often flies a chute.

Flying Tiger: This sleek former racing yacht is one of the newest additions to the Bay's charter fleet. Originally designed to race in the SORC, she was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger.*

She is ideally suited to charters with those who enjoy high performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront.

• Carries up to six passengers.

• Based at Sausalito.

• Available for private group charters, corporate charters and special events. Passenger participation is welcomed.

• (650) 858-1640 or cell (650) 492-0681; website: *www.sfbaysailing.com*

Incognito: This custom-built C&C 48 entered the Bay Area charter scene several years ago. Her owner, 30-year char-



The C&C 48 'Incognito'.

ter skipper Mark Sange, had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Incognito* filled the bill perfectly. Having skippered big luxury charteryachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his client's lives.

WORLD OF CHARTERING

"I like to introduce them to the therapeutic affect of bashing to windward in 20 knots of breeze with the lee rail buried."

• Carries up to six passengers.

• Berthed at Sausalito Yacht Harbor.

• Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.

• (415) 868-2940; (415) 987-1942; website: *www. sailingsf.com*

Lanikai: This lovely C&C 44 racer/cruiser — whose name means heaven near the sea — is the newest addition to the S.F. Bay fleet. Having undergone an extensive refit, she is in like-new condition and features luxurious amenities below decks. Operating under the name Executive Charters, owners Lisa and Garrett Caldwell focus on the high-end, small-group market. Their charters include limo pick-ups, first-class service and fine cuisine catered by a San Francisco hotel.

• Carries up to six passengers.

• Does pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.

• Focused on high-end service and accommodations; available for private day charters including corporate, special events, skills assessment and scattering of ashes.

• (916) 826-5653; website: *www. sfbayyachtsailing.com*



The C&C 44 'Lanikai' promises luxury.

Leibling: This sleek Amel Super Maramu 53 is also operated by Executive Charters. Her elegant 'gold-plater' appointments are ideally suited to those high-end clients in search of a truly luxurious sailing yacht.

• Carries up to six passengers.

• Berthed at Alameda, with pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.

• Focused on high-end service and accommodations; available for whale watching, private day charters including corporate and offshore voyage legs.

• (916) 826-5653; website: *www. sfbayyachtsailing.com*

Mer Nav: Operated by Monterey Bay Sailing, this comfortable 30-footer is a familiar sight in Monterey waters. She is used for a wide range of sailing trips, from instructional sails to weddings at sea, presided over by Capt. Dutch, that is, Rev. Capt. Dutch.

• Carries up to six passengers.

• Berthed at Fisherman's Wharf, Monterey.

• Available for sailing lessons and private charters, including sunset dinner cruises, corporate team building, and scattering of ashes.

• (831) 372-SAIL (7245); website: *www.montereysailing.com*

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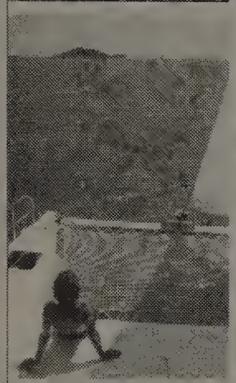
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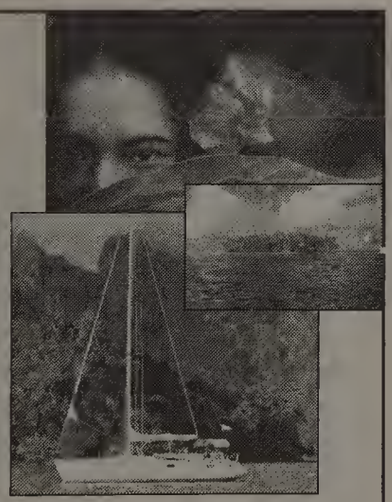
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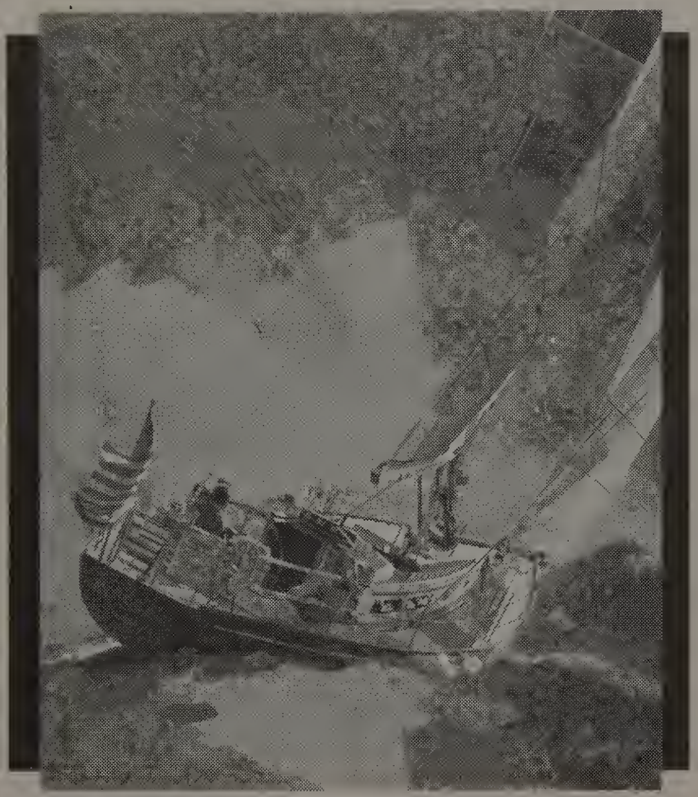
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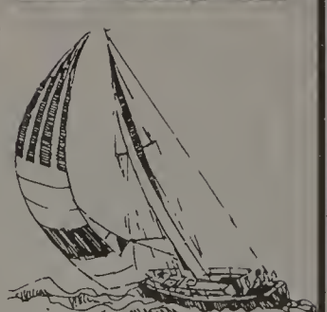
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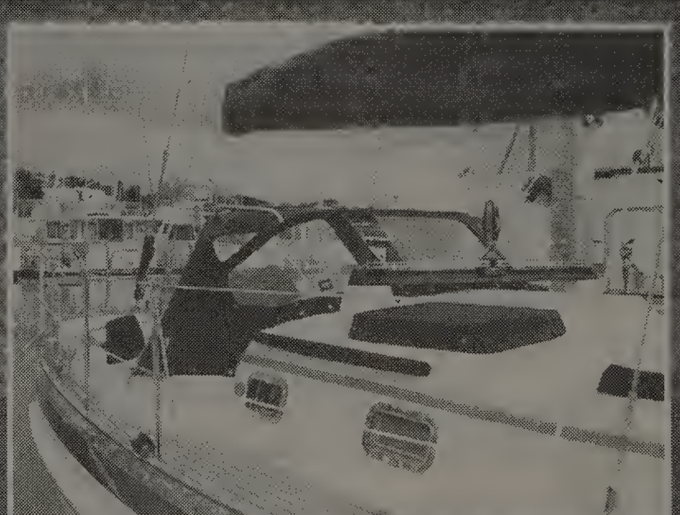
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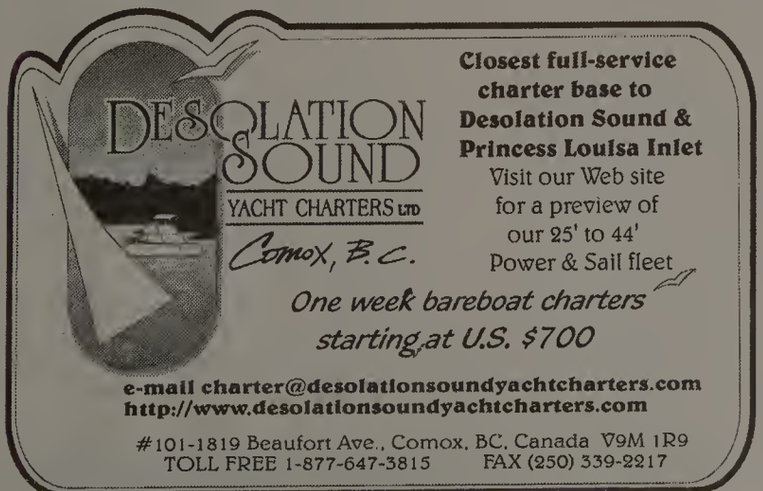
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CHANGES

*With reports this month from **Rhapsodie** on the end of a five-year family cruise through the Pacific; from **Maude I. Jones** on 10.5 years of cruising after Ha-Ha I; from **Shayna** on the Club Nautico in Cartagena; from **Windrunner** on fun in the Marshall Islands; from **Lone Fox** on being restored in Ventura and the Caribbean; from **Luna Sea** on adventures in Mexico; from **Mad River** on going on the rocks at Barbados after 10 years of cruising; and **Cruise Notes**.*

Rhapsodie — Marquesas 53 Cat
Sam, Caren, Rachael, Dana Edwards
The End of Our Cruise — For Now
(Portola Valley)

Cruising is the best! We're really enjoying ourselves here at the Ko Olina Marina on Oahu, but are very sad at coming to the end of our cruise. We hope to get out here again when the kids are off to college, but meanwhile we have many great tales to tell.

Yes, after five years of fabulous family cruising across the Pacific, high school and finances have conspired to bring us back to land-based living. Not too many people talk about the culture shock cruisers experience upon returning to the 'real world' after such an incredible experience, but it's quite real! We will miss the freedom of cruising, the exotic places, and the wonderful people who have blessed our life. We will also miss *Rhapsodie*, our very comfortable and reliable home on the ocean. But the sea is in our blood now, and we will always find a way to be on the water.

To recap our most recent adventures, after two seasons cruising Australia and Papua New Guinea, we departed Australia last June on our way east back across the Pacific to Costa Rica. We sailed first to New Caledonia, and then on to Fiji. But we were delayed in Fiji a month waiting for a replacement forestay. The delay ultimately changed our places, as in October we set sail north for Wallis, Futuna, Tokelau, and Palmyra. We found the counter-equatorial current, as hoped, outside of Palmyra, and made 220-mile days heading due east. Not bad for the doldrums! However, there was no way that we would make Costa Rica by Christmas in time to meet our daughter for her vacation. So we headed north to Hawaii, which is why we're now enjoying Ko Olina Marina — which is outstanding. This summer we'll sail *Rhapsodie* back to San Francisco to complete the last lap of our wonderful journey. We'll see everyone on the Bay!

Young Dana Edwards climbs a coconut tree in the South Pacific. After so much freedom, will California schools seem too confining?



RHAPSODIE

Readers — How time flies and people change! It seems like just yesterday we were giving the Edwards tips on catamarans and cruising in general. After five years the roles are reversed, as we're sure they can give us plenty of insight.

Maude I. Jones — Finch 46
Rob & Mary Messenger
10.5 Years of Cruising
(Dallas & Sacramento)

Seven years into what has now become a 10.5-year cruise, Rob and Mary decided cruising wasn't fun anymore and put their boat up for sale. There were three specific events that lead to this decision.

The first was the weather upon leaving Gladstone, Australia. The forecast called for 20 to 30 knots from the southeast — a favorable force and direction for their trip to the Lousiades. But once they got outside the Great Barrier Reef, the wind blew stronger than forecast and backed around to come out of the east. They were trapped outside the GBR with nowhere within 500 miles to duck back inside for shelter. "We got the crap beat out of us for a long time," remembers Rob.

When they later got to Budi-Budi Atoll in Papua New Guinea, they entered a bay with a crooked and tricky entrance to the anchorage. Just for fun they plotted waypoints for an escape on their new GPS. It was lucky they did, because a big storm came up and would have wrecked their boat if they couldn't get out. The only reason they made it out to the open sea and safety that black night was that they'd plotted escape waypoints. Even with the waypoints, they nearly lost their boat.

But it was the 15-ft croc that was the last straw. While at the Morovo Lagoon area in the Solomon Islands, Rob went snorkeling with his friend Larry. Since a Swiss yachtie had been eaten by a croc in the general region a year before, the two had confirmed with locals the area was croc free. They also were careful to avoid croc hangouts such as mangroves and rivermouths. Nonetheless, while swimming in 20 feet of ultra clear water, Rob turned his head — and found himself staring into the open mouth of a 15-ft croc! "I can tell you that there's a sphincter-like hole at the very back of a croc's throat," says Rob. He let out a bloodcurdling scream that he claims was loud enough for Mary to hear belowdecks on *Maude* 150 yards away.



In response to his scream, the huge croc turned away, hitting Rob in the face with his tail. At that point Larry wanted to get out of the water, but Rob insisted they stay put, back to back, to protect each other until Mary arrived with the dinghy. Having heard the urgency in Rob's scream, Mary arrived quickly, having not even bothered to get dressed. Although Larry was a "robust fellow", Rob claims he had no trouble throwing him into the dinghy. "I've never been so frightened in my life," he says.



LATITUDE/RICHARD

A very rare shot of Rob and Mary — rare in the sense they eat almost all their meals aboard, figuring they can make better food than restaurants.

When they bumped into some locals again, Rob somewhat indignantly inquired why they hadn't been warned about the croc. "Oh, that's old Fred," people responded. "Everybody knows he doesn't bother anybody!"

Nonetheless, the two storms and the croc encounter bothered Rob and Mary enough that they took *Maude* to Australia and put her up for sale. Cruising wasn't as fun as it had been before.

That sentiment lasted all of six weeks of being back in Sacramento and Dallas, where they have family. At the end of that short period, Rob announced, "I'd rather be eaten by a goddamn croc than have to put up with all this crap back here in the States." He got no argument from Mary, who famously replied, "I'd also rather have you eaten by a croc than have to live this Stateside life anymore."

So they took *Maude* off the market, outfitted her with a new headsail and radar, and set sail for Tasmania. They've been cruising ever since — and loving it. In fact, now that they are running low on money and are sailing to Florida in order to resume work for a few years, they are very seriously bummed out.

Rob, who never went to college, has lived an 'outside the box' existence for most of his adult life. He owned and operated an oil field supply business in Texas until the late '70s, when he came across an ad for a Vagabond 47 ketch. After swapping his business for the ketch, Rob, who had never been cruising before, set sail for New Zealand. His boat was *Shannon Marie* and the year was 1979.

It was during this cruise that he met Mary. She'd been living in Hawaii when she joined some friends on a sailing trip to Tahiti. While in the Society Islands, she signed on with Marvin and Chieko Miller's 54-ft schooner *Endurance* for the trip to New Zealand. Rob and Mary met in the Cook Islands, where Rob tried to entice Mary to jump ship and join him. "She wouldn't believe my bullshit," laughs Rob, "so I wasn't able to half-ass convince her to join me until we got to New Zealand."

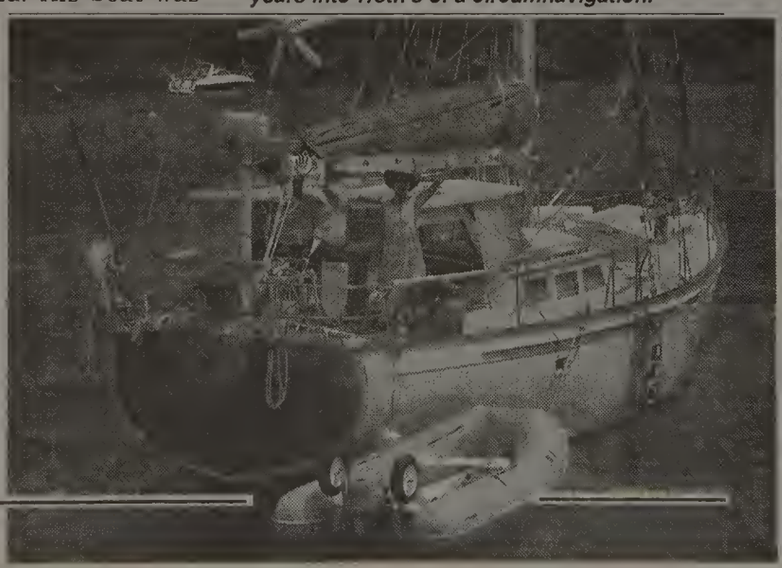
They didn't arrive back in San Francisco until a night in November of '93 — one that you might remember. It was the evening that it blew so hard that Golden Gate Bridge officials closed the bridge because it was swinging back and forth so much. It was so nasty down on the Bay that Rob, accompanied by Mary and three Kiwi crew, had to wear a mask and snorkel in order to see and breathe on their way to their berth at Oyster Point Marina.

After a couple of years of this and that, the two found themselves in Costa Rica, via Florida, managing a big macadamia nut farm. While there, they bought property on the lower Pacific Coast, and started a small fishing and diving resort. By January of '93, they received an unsolicited offer for the property that was so good they couldn't refuse.

With cash in their pockets, they decided to shop for another cruising boat. They began their search by buying a Cherokee 235 airplane in Costa Rica, which they flew up through Central America, the east coast of Mexico, and to a total of 40 of the states in the U.S. "Thanks to Mary's penchant for staying in touch with friends," laughs Rob, "we only had to stay in a motel once."

In the fall of '93, they saw an ad for *Maude I. Jones* and inquired about her. The owner said that she'd been sold, so the couple went to Seattle for a week. By the time they returned, there was a message saying the deal had fallen through and wondering if they were still interested. They flew to L.A. to see the boat, and after just 15 minutes made an offer that was accepted.

The much-traveled 'Maude I. Jones', a vet of the first Ha-Ha, cools her heels in St. Barth, 10.5 years into 7/8th's of a circumnavigation.



LATITUDE/RICHARD

CHANGES

The 46-ft Finch design is interesting in that she was cold-molded by the same guys who cold-molded the wings for Howard Hughes' legendary *Spruce Goose*. This was done in the late '60s and early '70s in a Culver City vacant lot that has since become part of Universal Studios. The boat wasn't completed until '73, and was only put into the water then because that insurance company had declared she was 'an attractive' nuisance on the vacant lot.

Maude had been built for Karl and Maize Duge of Venice Beach and the Windjammer's YC of Marina del Rey. They lived on the boat as well as cruised her to San Francisco and down to Mexico. She only came up for sale because Karl — who is still alive and often in contact with the Messengers — suffered a stroke just days before he and his wife were to take off on a big cruise.

[*Editor's note: Rob and Mary started their second cruise in January of '94, and have been at it ever since. We'll tell you about it in next month's* Changes. *Meanwhile, it's worth knowing that their annual budget — absolutely everything included — is $25,000. They claim to live very well on this, although they do eat 95% of their meals onboard "because we can make better food than restaurants."*]

— latitude 38 03/12/04

Shayna — Hylas 45.5
Dorothy Taylor & Larry Hirsch
Club Nautico, Cartagena
(San Diego)

Much has been written about the beautiful city of Cartagena, Colombia, but we're not sure how much has been written in *Latitude* about the 'Club Nautico experience'. Club Nautico is maybe best defined as "a loony bin more or less run by the yachtie inmates, with the forbearance of the management". Sort of a Hotel California, where all who arrive either stay on and on — or wish they could.

We made the jump from Curaçao directly to Cartagena, and had the usual 30 to 40-knot winds and big seas as we flew toward our hoped-for destination. That part was all right, it was the gremlins that exhausted us. Our GPS had a loose connection somewhere, so it beeped every 15 minutes — disturbing any sleep we tried to get. Then some kind of electrical surge blew our inverter, radar and alternator, sending black smoke through two of the multi receptacles.

We limped into Cartagena and requested docking space at Club Nautico. In the midst of the normal chaos, John Halley, the unflappable ex-pat Brit who is the dockmaster, answered our plea. He told us to get two 100-ft docklines ready. Almost immediately, two *marineros* came out in a dinghy, jumped aboard our boat, and steered us toward the dock. There was a diver in the water who grabbed our lines, then dove underwater to secure them to the anchor blocks. John and four other men were ready on the dock to take lines, fend off, and generally secure our boat. It was a bit dicey, as the wind was howling, but we never had such service.

We wandered down the dock to the Club Nautico restaurant, where Harry from *Shiloh*, Jan and Dorsey from *Sun Dazzler*, and Jan and Kelly from *Refuge* were having the *Almuerzo* Special — which is soup, a main plate, and a drink for 6,000 Colombian *pesos*. That's $2 U.S. Then John sat us down and oriented us to the city, giving us directions to the banks, bars, and supermarkets, and giving us a copy of the *Cruiser's Guide* that lists all the services.

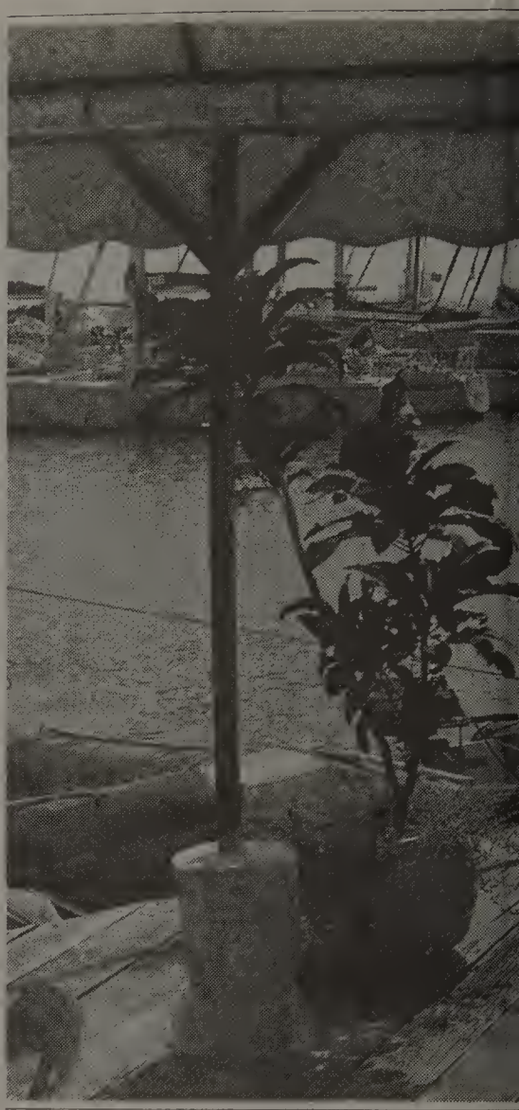
Club Nautico — one of two 'yacht clubs' in Cartagena, and by far the most popular with cruisers — is owned by Candelaria and her husband Norman Bennett. Norman is sort of a phantom, since he is on the lam, possibly in Panama, as a result of what many believe were trumped-up charges against him.

Candelaria is a great lady with a fantastic wardrobe — which she enjoys showing off by parading around the restaurant. She does imbibe a bit, as everyone can see during the afternoon and evenings. About 20 members of her extended family work at or at least hang out around the club. We're told that Candelaria loves parties, and that she even did a striptease for everyone over Halloween! Her birthday is in mid-December, and everybody is invited to the huge bash, complete with mariachis, a DJ, and a brunch that would rival what's put out by some of the fancier hotels in the States.



WAYNE MERETSKY

Candelaria Bennett, the entertaining owner of Club Nautico, one of the world's most interesting cruising facilities, along with her sister.



Candelaria's aged mother adds to the charm of the place, as she talks to the television. In fact, if someone on the tube says something she disagrees with, she bangs on the set. She also enjoys wandering around singing to herself. On our last day at Club Nautico, somebody stole her parrot, and she kept banging on her grandsons thinking that would help her find the bird.

Candelaria is assisted in management by Millennium, a fat, stray, beige mongrel who seems to know who belongs at the club. She snarls at those who don't. When not guarding the club, Millennium sleeps curled up on one of the chairs — and woe be to anyone who tries to move her to sit down.

Dockmaster John is married to a beautiful Colombian woman. When you marry a Colombian woman, her whole family usually moves in with you. Fortunately, John has a sailboat to which he can escape to when all the beds in his home are full.



WAYNE MERETSKY

Although the facilities are quite simple rather than elegant, Club Nautico is the popular and comfortable 'cruiser central' for Colombia.

The club and restaurant — it's just an open-air place with movable tables and a thatch roof — are a central meeting and activity place for both yachties and locals. Meals and drinks at the club are very inexpensive. Everyone runs a tab for meals and drinks, and these tabs are payable on Wednesday — or else!

Andy is one of the tour guides who waits outside the club for cruiser fares. If he enters the club, Candelaria usually flies into a Latin rage. I guess she has relatives in the taxi business and resents what she sees as his infringing on her business. Apparently Andy has a tour guide license, but not a taxi license. But since he speaks English well, he still gets lots of yachtie business. Not only does Andy know where to find anything and everything, he's an ordained minister, so his fares are subject to being sermonized while getting a ride.

Walking down the Club Nautico docks to your boat is another interesting experience — especially after dark. You're likely to find just about anything — chains, crossed docklines, bikes, boarding planks, buckets, anchors, bodies, shoes, and so forth — laying around. And the wakes from the water taxis speeding outside the dock send the boats rocking. As John the Dockmaster says, "This is not a marina for wimps." So far the city hasn't committed to an extension on the lease for the marina. If they did, it would make sense for the management to spend money improving the docks.

Because the Club Nautico docks are often full, many boats anchor just outside the facility. The crews pay $2/day for use of the dinghy dock, which includes free water, showers, trash disposal, and fax and phone services.

Despite all the unusual features and unusual characters — or perhaps because of them — Club Nautico is a fun place to stay. There is always something happening. It's too bad that so many cruisers miss visiting Cartagena because their insurance won't cover them. We've found it to be one of the safest places, in terms of weather and security, in our 11 years of cruising between California and the Med.

We also spent two weeks in Ferro Cem Boatyard giving *Shayna* a facelift. We got a new gelcoat on the hull, polished the topsides, and got the best bottom job we've ever had — all at unbelievably reasonable prices. The cost and workmanship put both Venezuela and Trinidad to shame!

At the moment we're at the San Blas Islands in Panama, waiting out a blow. We plan to transit the Canal in about a month, then head north. It will be great to be back in the Pacific.

P.S. We're still married, and still in our 70s.

— dorothy & larry 02/10/04

Windrunner — Pearson 385
Christe & Martin Edwards
'Loving Life in the Marshall Islands
(San Francisco)

When I realized that we'd been here in the Marshalls for almost three months, I figured that I'd better exercise my fingers by writing a report. "Oh, she's gone tropo, living on island time," you might think. But in fact, Majuro has been a beehive of activity for cruisers. I don't have exact numbers, but I'm guessing that there have been about 25 boats in and out of Majuro so far this year, which makes it one of the busiest years for cruisers so far. There's no need to worry about it getting too crowded, however, as its 29 coral atolls and five main islands are spread across the nearly million square miles of its exclusive 'economic zone' in the Pacific.

Clearing with the Marshall Islands Immigration, Customs, and Quarantine was the fastest — five minutes — and easiest — if you have copies of all your documents — of any place we've been to so far. Americans are basically allowed to stay as long

Cruisers behaving like children — what's wrong with that? — by having a water fight before the start of the dinghy regatta in Majuro.



CHANGES

as they want. Most other nationalities are given 30 days, but can usually work things out to stay as long as they want also. Because my husband Martin is a British citizen, he was given 90 days to start with. We'll see what Immigration says when that time period expires.

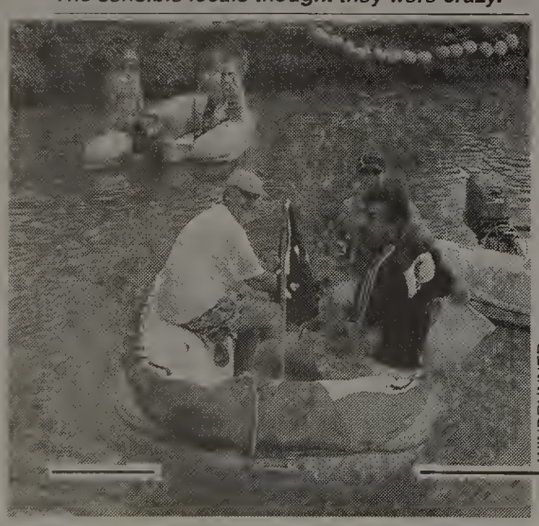
Majuro has just about everything that we need — but with a big bonus. What isn't available here can be shipped from the U.S. via the U.S. Postal Service, and at regular U.S. rates. This also works for shipping home all the excess stuff that gets accumulated on a boat.

Our grocery bills here are similar to those back in the States — even though fresh fruits and veggies have to be flown in. Here's a sample of other prices: $1.25/minute for calls to the States; $.08/minute for the Internet; $1.20/gallon for diesel when bought by the barrel; $2.50/gallon for gas; $1.00/lb for propane. Shared air-conditioned taxis will pick you up and drop you anywhere on the main downtown traffic islands for 50 cents each way. Those who don't like to anchor can take a mooring for $1/day.

In addition to the transient cruising yachts, last year several boats — *Kaimana, Seal,* and *Karmaladen* among them — took up residency. The folks on these boats have been a wealth of information for the rest of us, and have also been instrumental in organizing many group activities, including the Mieco Beach YC, now three months new! Like many others, Martin and I paid the $25 membership fee, which is good for one year and a free T-shirt. Among other things, the club organizes a monthly race inside Majuro Lagoon. With many of the local businesses sponsoring fabulous prizes for these events, the club membership is growing rapidly.

The Valentine's Day Race held on February 15 brought out a fleet of nine boats.

Modern Immaturity — more cruisers in dinghies at Majuro get ready to indulge their inner child. The sensible locals thought they were crazy.



WINDRUNNER

We had Jeff and Debbie of *Sailor's Run*, 'soul sailors' from the Ha-Ha, crew for us. All the participants had a good time — even though it was raining and the wind hooted hard enough for us to get up to 7.8 knots. Unfortunately, the rain meant we didn't get any hot photographs of the racing.

Here's how the boats — all but one from the United States, and several familiar to cruisers from Mexico and the South Pacific — corrected out: 1) *NaviGator*, Mikado 56, with Kaye & Joe; 2) *WindRunner*, Pearson 385, with Christe & Martin; 3) *Seal*, Atkins Ingrid 38, with Karin & Carey; 4) *Roxanne*, Custom Wylie 65 with Tom, Lynn, and kids Jack and Tristan; 5) *KarmaLaden*, Aragosa 60 with Rixenne & Ash; 6) *Libby Lane*, Catana 42-S, with Monique, Drew, Celeste and Grace; 7) *Queen Jane*, Shannon 50, with Kate, Jorden and Jonah; 8) *Kaimana*, Beneteau 461, with Liz & Ron; and 9) *Stardancer II*, Beneteau 44, with Shale & Keith.

'To the victor go the spoils' in most sailboat races. Not at the Mieco Beach YC, where prizes were awarded based on what numbers participants pulled from a hat! I picked a barrel of diesel while Martin picked a refill of propane. These were considered two of the best prizes, and both had been donated by MEC (Marshall's Energy Company). Other prizes included a free night at the Outrigger Hotel, some nice fold-up beach chairs, ice cream, six-packs of beer, and so forth.

A karaoke machine was set up after the awards, and everyone had fun pretending to be singing stars. Martin did his impression of Tom Jones, and is now affectionately known as 'Mike Hog', as he did most of the singing. A reporter from the Reuter's office in Washington was here to cover the 50th anniversary of the blast on Bikini Atoll. He stumbled upon our show, and decided to put together a human interest feature on the cruiser lifestyle.

The day before the big race, we had backward dinghy races, with about 10 boats participating. Everyone started waterfights before the race even got going, so I have no idea who won. But it was a blast! The Marshallese people watching were practically falling in the water with laughter, as I don't think they'd ever seen such silly foreigners.

We also had a great month out at Maloelap, so I'll write about that next time. Meanwhile, everyone should know that we're having a great time out here.

— christe & martin 2/30/04

Lone Fox — Clark 65



Chris Von Trampe
West Coast Woodies
(Ventura / St. Barth)

It's hard for us to believe, but there are some sailors who actually prefer working on their boats to sailing them — even when the conditions are perfect. For example, on an idyllic sailing day in the Caribbean, we asked Chris Von Trampe of *Lone Fox* if he wanted to sail around St. Barth with us.

"No," he replied. "I like racing, but when it comes to regular afternoon sails, I prefer working on my boat." This is nothing new for Chris, who has restored three wood boats in 30 years, and has his eye on a fourth. (If the past is any guide, it won't be long before the third of the boats he's owned will find a home at the San Diego YC.)

As you might expect, Chris has had an interesting life. The son of an American father and a Swedish mother, he grew up in Sweden and then went to university in Germany to be a ceramic artist. When his parents decided to move back to Sweden in '70, he happened to be chasing a girl from Pennsylvania, so he followed her to the States. He's been in the U.S. much of the time since, having lived in no less than



LATITUDE/RICHARD

Chris Von Trampe aboard 'Lone Fox' at her mooring in St. Barth. He and his Swedish buddies have just opened a boatyard on the island.

15 states. "I've been a cowboy in Montana, a truck driver in Minnesota, a ski bum in Vail, and way back, a car washer in Vegas for the likes of Liberace. I always did what sounded good at the time."

Opening up businesses often sounded like a good thing to do. "I had a cabinet shop in Ojai, exported exotic cars to Europe, had a Caribbean restaurant in Santa Monica, and a Scandinavian antique shop at the Design Center in L.A."

While all this was going on, he somehow found time to restore #162 of the 32-ft Kettenberg PCs, and race her out of Marina del Rey. "We had a fleet of about 18 of them, and there was another big fleet in San Diego. In addition to the weekly races, the national championship would alternate between Marina del Rey and San Diego. I finally sold my *Slick Stick* to Dennis Conner and a partner, who now race her out of San Diego."

Chris's next wood boat project was the 48-ft yawl *Jucunda* from the venerable German yard of Abeking & Rasmussen in Germany. He kept her in Ventura where he maintained — and still maintains — a wood and metal shop. After her restoration was complete, he raced her in a number of classic sailing events in Southern California, such as the McNish Classic, the Ancient Mariners in San Diego, and the Classic Regatta out of Marina del Rey.

Von Trampe's life underwent a major change in '91, after his brother went to work in Sweden for a company that used massive $20 million machines to turn trees into paper pulp. While there, the brother created an automated welding process to keep the expensive machines in line, and started his own company. Chris was given the responsibility of promoting the niche market welding process in North America, and thus started Industrial Welding in Ventura. After a couple of years, he bought out his brother and began a life that involved travelling as many as 250 days a year to both the Americas, Europe, and Africa. It was harder work than he expected, but the company became so successful that it was bought out three years ago by the Austrian company whose machines the process repairs.

"Since I sold the company, I've been working half the time and restoring my wood boats half the time. It's a good life, which is why I normally have a big smile on my face."

The boat Von Trampe is almost completely done restoring is *Lone Fox*, a boat with a history almost as interesting as his own. A Robert Clark-designed 65 footer, she was built in '56-57 for Colonel Whitbread, owner of the Whitbread Brewery that sponsored the famous around-the-world races of that name for so many years. Built of teak planking on a steel frame with teak decks in Sandbanks, Scotland, *Lone Fox* did all of her sailing in the River Clyde area. After Whitbread died, she was sold to a Brit who moved her to the South Coast of England.

In 1987, Keith Ehlert, then of Palos Verdes, bought *Lone Fox* and sailed her to the Caribbean with dreams of running her as a charter yacht out of the St. James Club in Antigua. It didn't go that well. First, the skipper and crew reportedly pocketed most of the proceeds for whatever charters there were. Then the skipper and crew ran off to Venezuela with the boat and put her up for sale. The only way Ehlert found out about it was when a potential buyer from Spain noticed his business card, figured he was a previous owner, and called for more information.

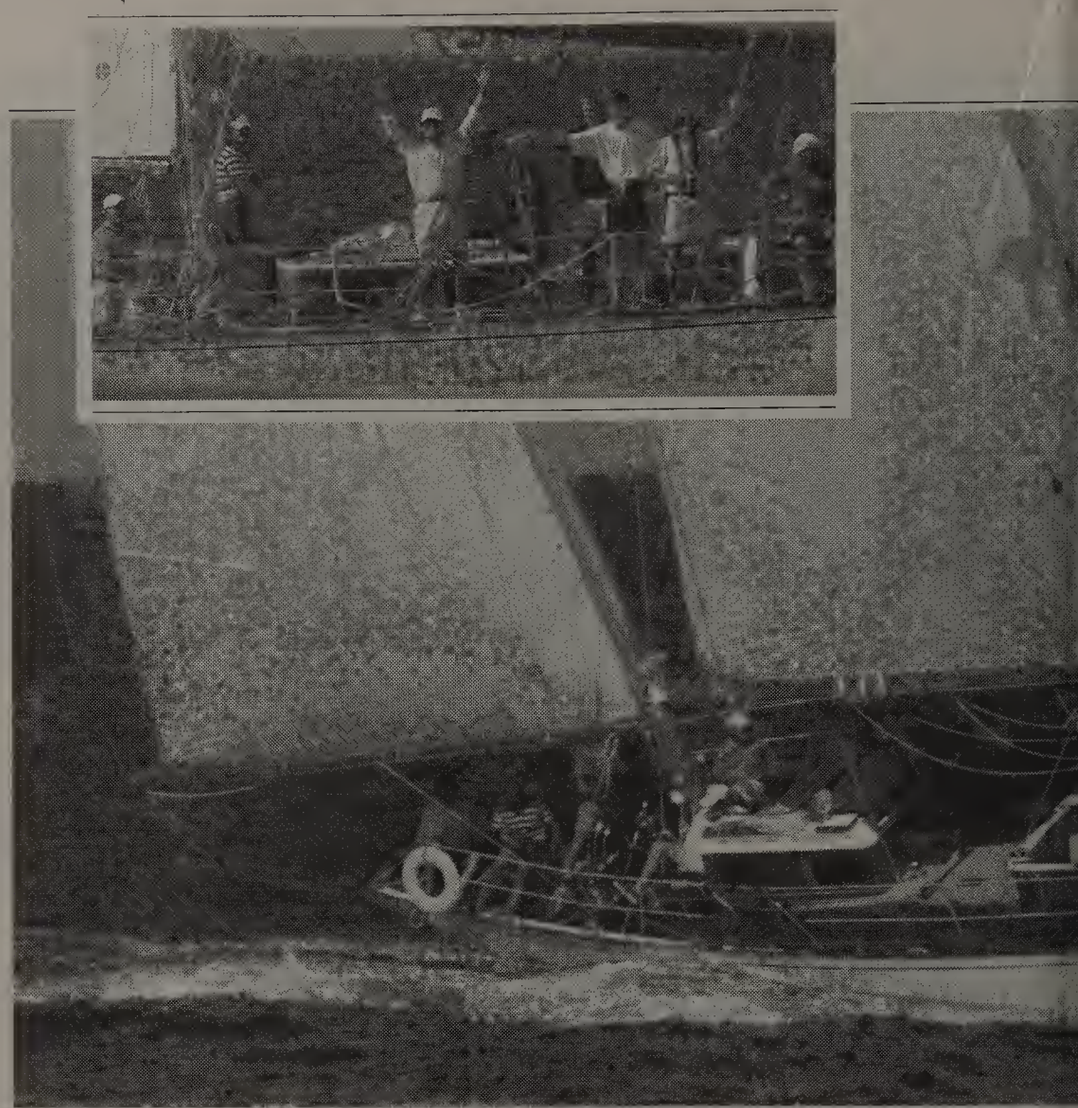
With the owner having soured on the Caribbean, *Lone Fox* was brought to Marina del Rey — where Von Trampe was racing his PC and restoring Jucunda. By this time the Clark design was in sad shape, largely taken apart, with none of her systems working. When Chris moved to Ventura and opened up a wood and metal shop, he encouraged Ehlert to move *Lone Fox* up there, too, and use his shop facilities. Ehlert did so in '92, but the drive from Palos Verdes seem to drain what interest he had left in the boat. In '97 he

Chris admits that he'd often times rather spend an afternoon restoring a boat than going for a casual pleasure sail.



LATITUDE/RICHARD

CHANGES



put her up for sale.

As a favor, Chris began to show the boat to potential buyers, such as a nonprofit group that wanted to completely gut her, put in lots of bunks and igloo coolers, and use her to take at-risk inner city kids on sails. Having grown fond of *Lone Fox* over the years, Chris didn't want the yacht to suffer such a fate. So with the *Jucunda* restoration almost complete, he bought *Lone Fox* in '97. He was the owner of two big wood boats until 2001, when *Jucunda* was purchased by a member of the San Diego YC.

Chris threw himself into the *Lone Fox* project, refastening her hull to the waterline, rebuilding her engine, rerigging her, and replacing much of the wood and metal work. There were always two or three people working on her, with girlfriends, relatives, and others all pitching in. Some were paid and some did it out of love. "It took five years, and it was extremely satisfying to me because we had restored an almost completely gutted 65-footer to about 98% of her original condition." One of the major exceptions is that she now has aluminum masts.

Two years ago, the same Swedish guy who helped save her from a bogus sale in Venezuela helped Chris sail *Lone Fox* back to the Caribbean. She's now based out of St. Barth, where she's available for charter. So far, the boat has been most successful with charters for fashion shoots. "She's been used by *Harper's Bazaar*, *Spiegel*, *Glamour*, and others. We charge $1,500 and $1,800 a day, depending on food and service required. We're working on a three-day shoot with *GQ*."

"I'm happy with the boat in St. Barth, in part because I have my buddies here. As for the upcoming hurricane season, we don't know if we'll go north or south. Maybe we'll sail back to Sweden."

As for "my buddies", Chris is referring to Alf Andersson and P.G. Johansson, with whom he has a history. He'd gone to grade school with them in Växjö, Sweden. They went on to found Gecko Marine in Sweden, and built 40 of the Gecko 39s, which were Swan-like boats. They built the last one for themselves, sailing her around the world. They ended up at the Pier 39 Boatyard in Marina del Rey — where they bumped into Chris and ultimately helped him rebuild his PC! So now, many years later again, guess who runs Two Swedes Carpentry in St. Barth, not far from where *Lone Fox* is moored? That's right, old friends Alf and P.G.

"I'm enjoying life, working and traveling as a consultant for my old company about half the time, and spending about half the time in the Caribbean with *Lone Fox*. The half-and-half thing works out really well for me."

With some exceptions. Last year, *Lone Fox* had gone to Antigua for the Antigua Classic Regatta, when Chris got called away for work. He nonetheless told skipper D. Randy West that it would be all right if he showed the boat around, and if the conditions were nice, take some friends out for a daysail. When Chris called a few days later, he got D. Randy on the cell phone at a bad time.

"Let me call you back in half an hour, boss," said D. Randy, "we're just crossing the finish line here at the Classic Regatta, and I think we got second in class!"

"That's the Caribbean for you," shrugs Chris, who clearly hadn't expected his boat to be entered in a regatta when he wasn't there.

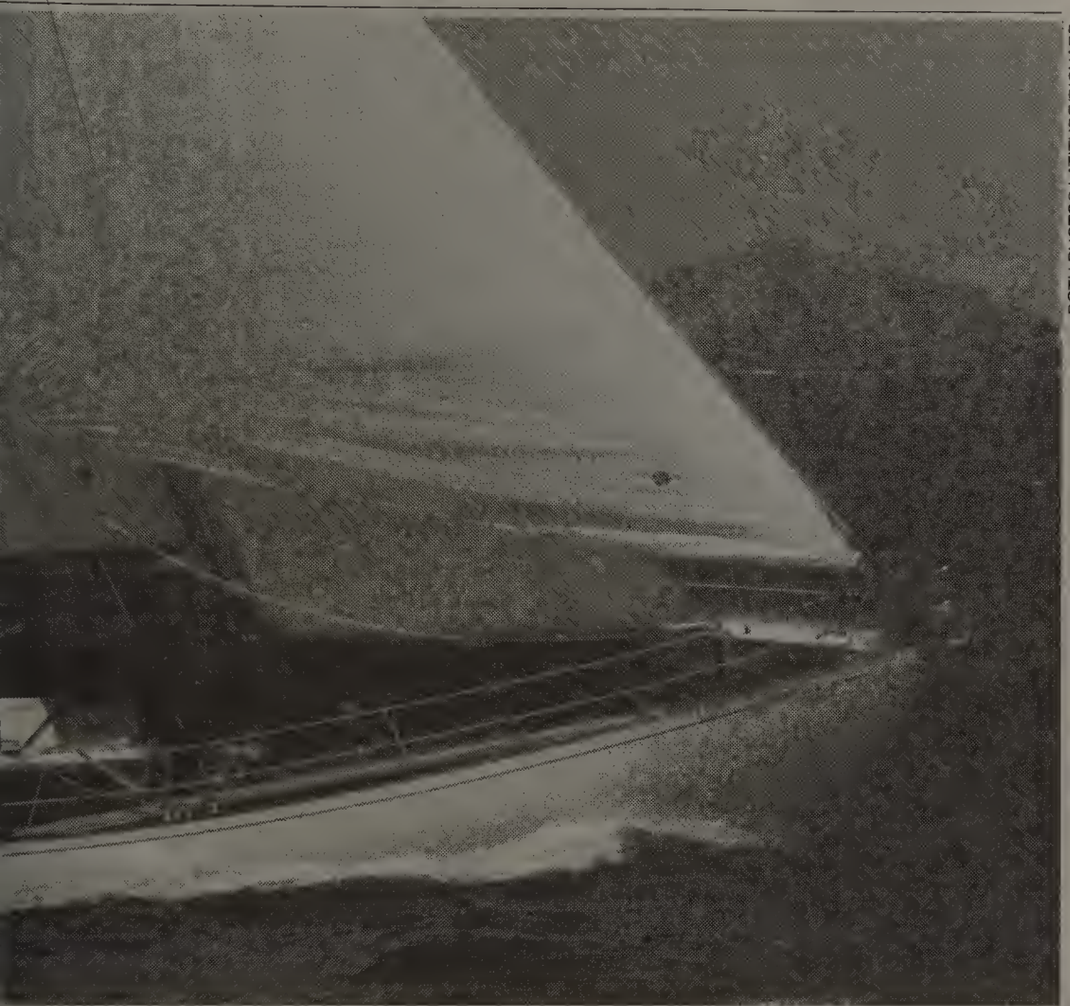
In any event, with the *Lone Fox* restoration complete, Chris is ready to sell her. She's in pristine shape, and the asking price is $475,000. If you're interested, we'll be happy to put you in contact with Chris. Although Von Trampe is ready to sell *Lone Fox*, he's certainly not ready to quit restoring big wooden boats. In fact, he's got his eye on an even more famous wooden yacht, one with ties to both the Caribbean and the West Coast.

— latitude 38 2/12/04

Luna Sea — Irwin 37
Tim & Julie Harmon
Big Blow at Las Hadas
(Sonoma)

Julie, the Admiral, and I, the Deck Ape, are doing well cruising Mexico after a great trip down in the 2003 Ha-Ha. We've had some excitement since, including beating up to Los Frailes in up to 28 knots of wind, then sailing down to Mazatlan, Chacala, the 'bubble' at Paradise Village, and going as far south as Manzanillo. We had planned on continuing down to Zihua, but a big storm came through that knocked us off schedule, and then we had to be in Barra de Navidad by February 20th to meet up with visitors. We'll never let ourselves get in a schedule bind like that again!

Our most dramatic experience took place in the Las Hadas anchorage in January, where we and seven other boats had to ride out a nasty storm. The day started dark, and by 3 p.m. the wind had picked up to 30 knots. By sunset there



BOTH PHOTOS LATITUDE/RICHARD

Spread; 'Lone Fox' during the New Year's Eve Race at St. Barth two years ago. (Inset); Her captain, D. Randy West, and some of her crew.

was a kind of darkness we'd never seen before, and shortly thereafter the thunder and lightning started. There were lightning strikes all around us, including one that hit the jetty with a loud crack of thunder!

Afraid that our boat would be hit by lightning, we unhooked all the electronics. But the lightning got even worse, so we were sure we were going to get hit any second. All we could think about was staying as far away from the mast as possible. I tried to keep the Admiral safe in the aft stateroom, but she kept coming out and asking why I kept telling her to stay aft!

Then all of a sudden a blast of wind heeled our boat way over, and we had to grab something to hang onto! When I went up the companionway, all I could see was horizontal rain and a blur of a boat next to ours. I got on the VHF and called the other boats to make sure everyone was all right. Rick on *Magic Places* said he was in the cockpit, had his engine running, and was ready to head out if he started to drag or his anchor broke free.

We were now in a serious blow, and the anchorage had become a lee shore. Rick's boat was only 100 feet from the beach. I thought for sure we'd break free, too, and end up on the shore. So I started our engine, too. But I stayed in the companionway in case of a lightning strike, watching to make sure we weren't dragging.

For the duration of the storm, the Deck Ape had become bewildered, and the Admiral became both scared shitless and bewildered.

Fortunately, the wind finally settled down and the lightning moved away. But we could see that all the lights in the hotels and in Manzanillo were out. All of the awnings on the hotel to our west had blown away. The only damage we had was that the sail cover had been blown half off and three sail ties had come undone and were laying in the cockpit. The next day the fellow on the catamaran next to us said the top gust registered 58 knots on his instruments. I later read more about this kind of weather and believe it must have been a microburst.

We ended up going back to Barra Navidad, and staying between there and 10-mile distant Tenacatita Bay for 2.5 months. We loved that area and will return for sure.

We heard reports of problems with theft at Chemela, which is a little further north than Tenacatita. After Bob on *Yamaya* lost their dinghy and motor, the local sheriff appeared with it, saying he recovered it in Tenacatita Bay and wanted to be paid 3,500 *pesos* — about $350 — for bringing it back. Since Bob's deductible was $500, he paid the money. The same sheriff tried to sell another boatowner his small outboard, which had been taken from his dinghy while it was on the beach. This cruiser declined and bought a new outboard. A third cruiser lost his kayak at Chemela — although he did leave it on the beach overnight.

— tim 03/20/04

Mad River — N/A
Richard & Patricia Payne
Beaching in Barbados
(Shelburne, Vermont)

[Editor's note: This is a heavily edited version of a letter forwarded to us by friends of the owners of Mad River, *which went on the beach in Barbados some 10 years into the couple's cruise. We can't help but wonder if the boat dragging wasn't a function of their being fatigued when they set the hook.]*

On December 27, we made landfall in Barbados after a trouble-plagued 26-day passage from Lanzarote in the Canary Islands. The combination of a cross swell, inconsistent wind speeds, and gear failures, resulted in our having a less than enjoyable crossing. After we made landfall, a swell around the island made it difficult to sleep, and it wasn't until 3 a.m. the second night that we finally dropped off.

An hour later I was up, feeling that something was wrong. And it was. As I got to the companionway, *Mad River* came down into the trough of a swell and bounced on the reef! I started the engine immediately, and applied full throttle in an attempt to get her back to deep water. But the swells continued to lift our boat higher and further onto the reef.

There were screams of panic as we pounded on the bottom. Patricia got on the radio and issued desperate pleas for help. We put on PFDs and threw what we thought was important into a waterproof bag. This included the 30 minutes of video we'd filmed of our Atlantic crossing for our grandchildren. But we couldn't possibly save the approximately 30 pounds of photos that we'd accumulated since waving good-bye to two crying daughters 10 years ago, as they watched their mother and father depart Shelburne, Vermont, on a

cruise to fulfill the dream of a lifetime.

Our nightmare ride across the reef seemed to take forever, but in reality only lasted about 30 minutes before we were beached. But that was just the beginning, as our home of many years was pounded on the rocks for the next 10 hours! It was horrible.

We were helped by many kind people, both locals and cruisers. We finally got a line to an ocean-going tug that is capable of pulling super tankers. The captain used just one engine at its lowest speed to pull our 34,000 pound boat back across the reef at a speed of about three knots. It's impossible for me to describe the violence that was involved, but it was like dragging the boat over a boulder-strewn moonscape, while the boat was continually being lifted and then dropped back on the rocks! The hull slammed, the rigging and mast shuddered, and there was the unforgettably horrible sound of fiberglass grinding on rock.

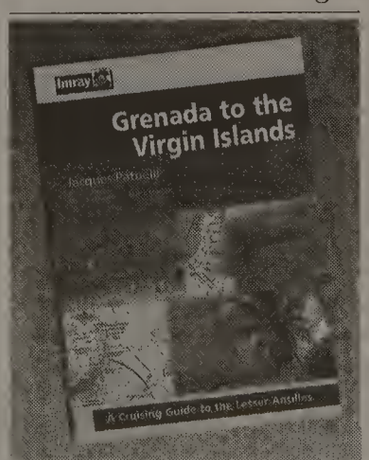
There was no doubt whatsoever in our minds that *Mad River* would sink as soon as she reached deep enough water. But she didn't! There were loud cheers from the onlookers, but we were in such shock that we heard nothing. Our boat was then towed to Bridgetown, where it was hauled to assess the damage. Nobody who witnessed the rescue could believe how well she survived! We did lose the rudder, and fiberglass had been ripped away from the outer skin of our balsa-cored composite, but the inner skin was never violated. Our fuel tank, located under the engine bed, was ruptured. And there was lots more minor damage. We repaired what we could in Barbados, then continued on to have the rest of the work done in Trinidad.

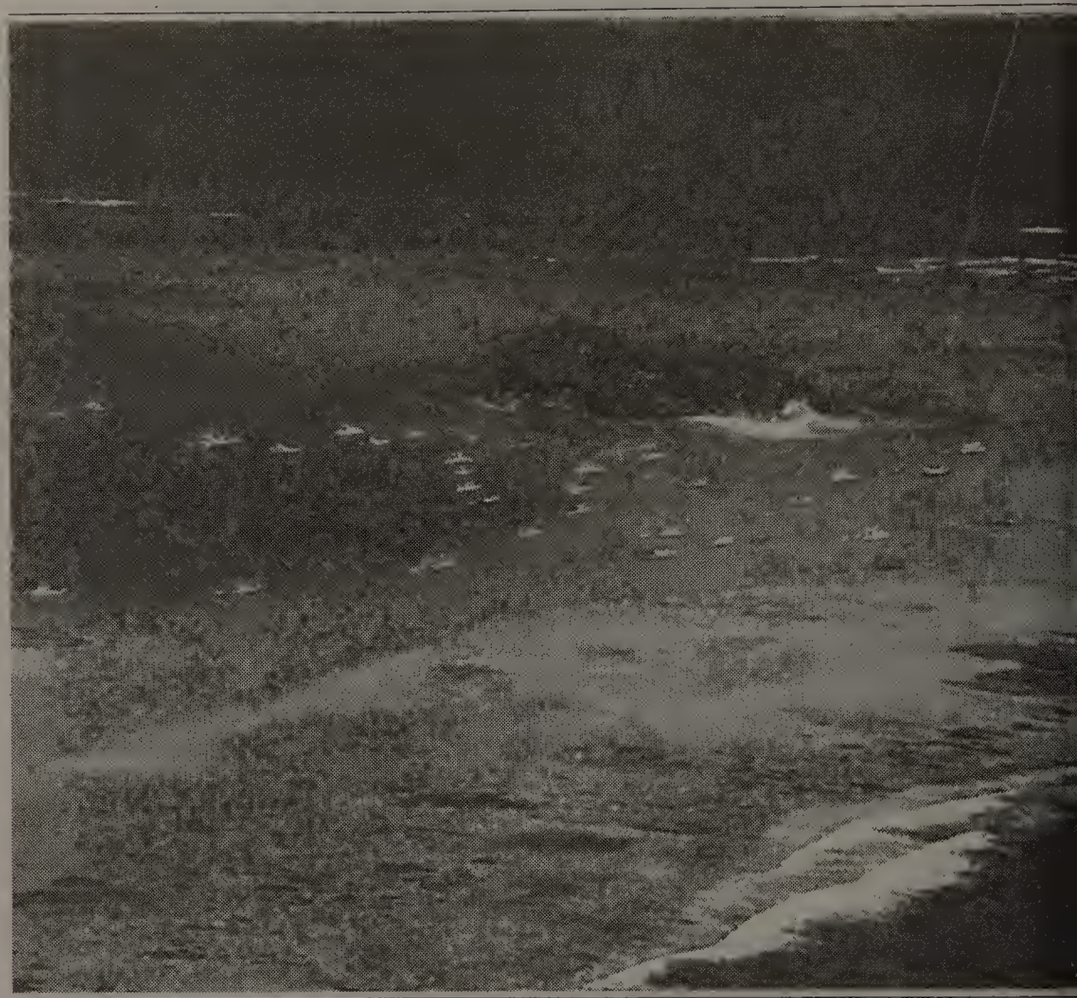
The nightmare that we lived through is now in the past. But five weeks have passed since the grounding, and I still can't hold back the tears when I recall the kindness and help that we received that dreadful day.

— richard & patricia
3/24/04

Cruise Notes:

If you've seen *Pirates of the Caribbean* starring Johnny Depp — a great way to pass the time when flying to the Caribbean — you're familiar with the gorgeous waters of the **Tobago Cays,** which are part of the country of St. Vincent & The Grenadines. Considered by many to be one of the most beautiful places in the world, the Cays have a pristine anchorage, palm-lined white sand beaches, unique island formations, a coral reef system of great environmental importance — and no human residents! Although the Cays are a Wildlife Reserve and Marine Conservation Area, as well as a National Marine Park, the government of St. Vincent and the Grenadines is currently entertaining a proposal that would hand the management of this pristine area over to Palm Island Resorts Ltd., which seeks to develop the area for financial gain. Many consider the proposed arrangement to be a threat to the environment of the Cays, as well as to the livelihood of many in the local marine tourism industry. In response to this threat, local individuals — with the support of regional and international experts and organizations — have formed the **Friends of the Tobago Cays**. This apolitical, non-governmental organization intends to ensure the protection of the Tobago Cays as a sustainable national heritage, and to ensure that the area is managed in a way that satisfies public rather than private interests.

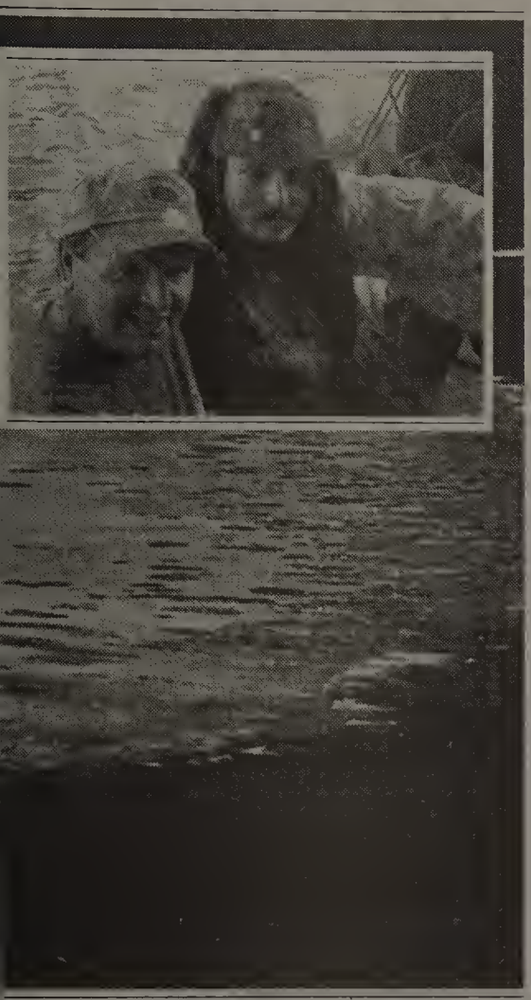




Spread; The spectacularly beautiful Tobago Cays. Inset; Frequent 'Latitude' contributor Ray Jason with a guy who looks like — Is! — J. Depp.

To learn more about this issue and join the effort to keep the Cays public, visit info@tobagocays.net. We support their efforts.

The accompanying aerial photo of the Tobago Cays comes from the new **Grenada To The Virgin Islands, A Cruising Guide To The Lesser Antilles**, written by Jacques Patuelli. The original is in French, but Imray Publications now offers an English translation. Previously, most English-speaking cruisers have used three cruising guides for these waters — The **Virgin Islands Cruising Guide,** the **Windward Islands Cruising Guide**, and the **Leeward Islands Cruising Guide** — published by Cruising Guide Publications of Florida. As we've written several times before, these are terrific guides and offer unusually good coverage of what goods and services are available onshore. Patuelli's guide, on the other hand, doesn't have advertising and is much more of a traditional pilot, one that's extremely thorough and features over 500 aerial color photographs. Booksellers should should provide potential cruisers



SPREAD, COURTESY GRENADA TO THE VIRGIN ISLANDS CRUISING GUIDE; INSET, COURTESY RAY JASON

and charters to the area the guide covers with hankies, for they won't be able to keep from drooling when reading it. We'll have a more detailed review on this excellent guide in a future issue. But in our opinion, Patuelli's guide and the three Cruising Publications Guides complement rather than overlap one another. We wouldn't cruise the Eastern Caribbean without any of them.

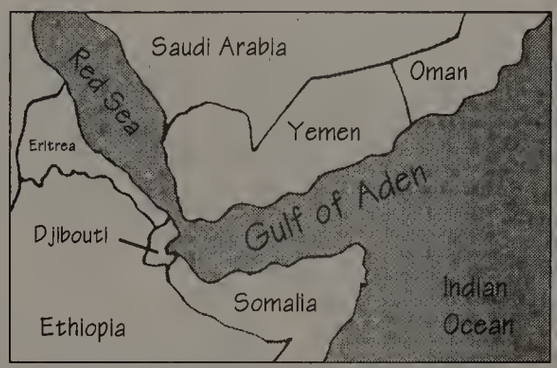
Don and Katie Radcliffe of the Santa Cruz-based Beneteau First 456 **Klondike** report that they believe two different boats with pirates chased them while they were transitting the Gulf of Aden between Somalia and Yemen. The area has been the scene of a number of pirate attacks on private yachts in recent years. The couple report they were first chased shortly after sunset on February 23 while about 60 miles off the coast. A 30-35 foot boat with several men on board continued to stalk them no matter how radical the changes they made in their course. Although the pursuing boat managed to come within 150 feet, *Klondike* was barely able to pull away, and the other vessel eventually broke off the chase. Although no weapons were brandished, the couple are convinced the men intended to board their boat and rob them.

Their second incident occurred about 11 p.m. that same night, when a larger boat began stalking them from about five miles away. Once again, their dramatic changes in course had no effect, as the boat continued to track wherever they went. After about 40 minutes, the other vessel had closed to within two miles. Don and Katie changed their heading to take better advantage of the wind on their main, and managed to maintain that separation. Eventually that boat gave up the chase also.

"Was the first boat manned by innocent and curious fishermen?" the Radcliffes wonder. "Was the crew of the second vessel unable to understand English, and trying to come to our aid after we set off flares? Did we overreact? We'll never know for sure, but when a boat tries to intercept your boat at night in the lonely waters 60 miles offshore in the Gulf of Aden, we believe it's prudent to assume the worst. Our fears were confirmed to some degree by reports of successful attacks on yachts in the following days."

The first reported attack was on the French yacht **Le Notre Dame**, which was boarded and robbed by armed fishermen/pirates on February 27 at 13°30'N, 47°51E. The yacht was approached at 1 p.m. about 30 miles off the coast of Yemen by a small fishing boat with five men aboard. The men were armed with knives and automatic rifles, and took cameras, binoculars, alcohol, and other easily accessible valuables. The crew was shaken but unharmed, and proceeded to Aden. In this instance, a Coalition warship heard the relayed distress message on VHF, asked commercial shipping to assist, and responded with a helicopter some six hours later.

The second attack was on March 5, when the American singlehander on *Salt Air* was boarded at 13°13'N, 48°33'E — or some 50 miles southeast of the attack on *Le Notre Dame.* He was approached at 6 p.m. by a 50-foot boat, whose crew fired three shots in the air from about 75 yards as a warning to stop. Three men boarded *Salt Air*, and while one of them held the American skipper at gunpoint, the others took his VHF and HF radios, plus cameras and $20 from a 'decoy' wallet. The men left with smiles and goodbye waves — and then fired another shot into the air. The black pirate boat with yellow trim was loaded with people — mostly women — and was likely smuggling Somalis into Yemen. A final suspicious incident took place on March 7, when the yacht *Silver Girl* was chased for 20 minutes by a 50-foot fishing boat at 14°26'N, 52°E. A big boat, *Silver Girl* was able to outrun the presumed pirates.



This map shows the general area in which the Radcliffes believe they were chased by pirates. Other cruisers were chased and attacked.

The Radcliffe's complete account of the incidents can be read in the March 22 edition of *'Lectronic Latitude*, which can be accessed by going to www.latitude38.com.

How long do **watermakers** last? In a little tidbit that didn't make the **Maude I. Jones** *Changes* earlier in this section, Rob Messenger told us that their boat has had the same HRO watermaker since the '70s. "Owner Karl Duge was a member of an engineering society, where he became good friends with the guy who started HRO Watermakers, so he installed one of those," says Rob. "It's worked great ever since, as all I've done is change the valves once six years ago and replace the membrane twice. The secret to the longevity of watermakers is to use them. Like so much

With such a big beard to keep clean, Rob, seen during the '94 Ha-Ha, needs a watermaker to make sure there's enough agua for washing up.



in life, it's 'use it or lose it'."

"We were in Florida when *Latitude* published the letter from **Valhalla** that was critical of Club Nautico in Cartagena, Colombia, so we're a little late responding," write Ralph and Johanna Felten of the Stockton-based Newport 41 **El Sueño**. "We spent five very happy months at Club Nautico, enjoying the best of times. Candelaria, the owner, as well as Mavis and Mayelis practically adopted us, so we felt like family. In fact, all of the Club Nautico staff were genuinely gracious and really went the distance to make everyone feel welcome. The relaxed atmosphere and many social activities made our stay way too short, so we'd love to return next year. The individuals who are attempting to take over the concession at Club Nautico are examples of the true 'ugly Americans' who go to a foreign country and try to impose their will and agendas. By the way, we're from the Ha-Ha class of '99, which was an unforgettable party. Thanks for launching us on the adventure of our lifetime."

You're most welcome about the Ha-Ha, we're glad you enjoyed it and that the cruising life has worked out so well since.



COURTESY WANDERLUST

It cost $1,100 to have Mike's replacement rudder air-freighted from Florida to the Tuamotus, where he installed it for the trip to Hawaii.

If you've followed his adventures in **Latitude** and *'Lectronic Latitude*, you know that Mike Harker and his Manhattan Beach-based Hunter 466 **Wanderlust** have been cruising all over the western world at a furious pace for the last two years or so. And that a few months ago, *Wanderlust's* rudder — not her mast as we mistakenly reported once — broke en route from the Tuamotus to Hawaii. Hunter made a new rudder which, like all the ones for the 466s after hull #6, is wrapped in Kevlar, and sent it to Mike in the Tuamotus. Door-to-door shipping cost $1,100, which doesn't seem all that bad since the rudder is so big and the destination so unusual. Anyway, Mike and Fabio put the rudder on and successfully sailed the boat to Hawaii. As we write this, *Wanderlust* should be on her way to Northern California in plenty of time to be at the Hunter display at Sail Expo in Oakland this month.

We don't know who **'Julie'** is, or how we got on her mailing list, but we enjoyed the passion in her message: "Sorry about the mass email, but I don't have much time. I just wanted to let everyone know that I've had a change in plans. As most of you know, I finished up my MBA program and was hoping to go full time with

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Sun, but there were no openings. I'm now putting the job hunt on hold while I become crew on a 37-ft cat sailing in the Caribbean and Central America for the next six months. I'm leaving soon and counting the seconds. Keep in touch!"

We'd love to, Julie, but we don't know who you are or how to get in touch with you. You've got the rest of your life to work, so enjoy your six months of sailing. Of course, you'd better be careful, for more than a few folks who've taken a break between getting their master's and joining the corporate world went 'tropo' and never came back.

The **Darwin to Bali Race** is back on, as is the **Darwin to Kupang Race**. The former — which is the classic sailing event in Indonesia — starts on July 31st. The latter will have started a week earlier, July 24, but because of space limitations in Kupang, West Timor, will be limited to just 25 boats. These are a couple of very interesting events, so if you're interested, visit www.darwinbalirace.com.

After Bali and Kupang, many cruisers continue on to **Malaysia**, where 60% of the 30 million population are Muslim, making it the largest Muslim country in the world. Most Americans will be cheered to learn the results of Malaysia's election in late March. Parti Islam, representing Muslim fundamentalists, lost much of their clout. The biggest humiliation was that Ulama Hadi Awang, head of the party, was one of those who lost his seat in parliament.

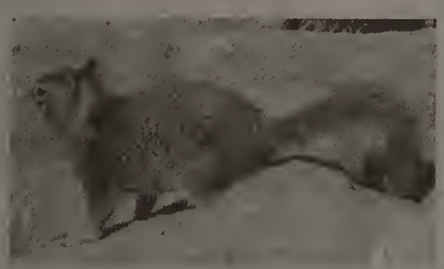
They're giving it away?! While in St. Martin last month, we had to pay about $12 for 45 minutes of **Internet access**. But Charlie Bloomer tells us that as long as you buy something like a beer or a coffee, no fewer than three businesses in San Carlos, Mexico, are providing *free* wireless DSL Internet access. The three businesses are Marina Cantina, Evie's Simply Coffee, and JC's Cafe. As you might expect, this is putting some economic pressure on the Internet cafes in town that actually charge for the access.



CHARLIE BLOOMER

Charlie Bloomer reports that there is progress at Marina San Carlos — seen here — and the surrounding area, and that things are looking up.

Bloomer is in San Carlos with Marisa Velasco, where he has opened up **San Carlos Yachts / Mazatlan Marine Center**, and reports there are considerable changes taking place. For one thing, the



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CHANGES

Grossman family — which owns Marina San Carlos and Marina Seca — has apparently bought all the land and buildings around Marina San Carlos, which were formerly owned by bankrupt Grupo Sidek. (Repeated attempts to get confirmation of this from the Grossmans were to no avail.) But now that access to the marina and title to the land surrounding it are no longer clouded, there have been improvements. For instance, in addition to the new yacht brokerage, Marina San Carlos now has the "most up-to-date fuel dock in Mexico," and will be opening a chandlery soon. There is also progress in town, where a second bank and second Pemex station have opened, as well as that lighthouse of progress, a Domino's Pizza. There is also a VHF Cruisers Net on 72 at 0800 that is going strong with about 35 boats checking in. So if you're in the Sea of Cortez, check San Carlos out.

"In a recent *'Lectronic*," Rob Spakowski writes, "the Wanderer jokingly wrote about not wanting to trade places with a crewmember on Roy Disney's maxZ86 **Pyewacket** because he was '. . . headed to the beautiful blue waters of Baie St. Jean [*St. Barth*], where the big turtles swim and the **young girls walk topless** on the beach.' Topless young girls on the beach — no doubt he's making this up. I don't believe it for a minute — or until you produce photographic evidence."



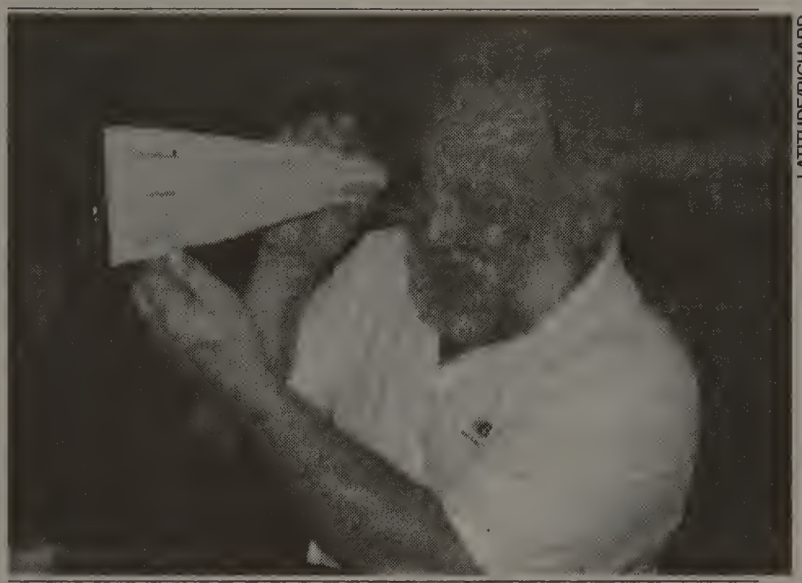
LATITUDE/RICHARD

"Look", says Doña de Mallorca while enjoying a sundowner at Baie St. Jean, "a bunch more cute girls walking topless on the beach!"

The young girls aren't just topless on the beach, Rob, some of them also come to lunch that way. And from time to time, bits of butter from their lobster lunches drops on their boobs, so it's almost erotic. Ah, the hard life in the French West Indies! However, it's uncouth of you to suggest that we violate the sanctity of the experience by taking photos of these young ladies. At Orient Bay on St. Martin, sure. But on St. Barth? You could be banished from the island for not understanding the basic rules of the game.

"I'm late with my story," writes Gary Higdon of the 30-ft hard-chine steel sloop **Faraway**, "but I think it's still worth telling. While in dry storage at Marina Seca in San Carlos last summer, my 11,000-lb boat was blown over by hurricane *Marty*. The headsail and main had been stowed, so the obvious scapegoats had an alibi. One theory as to why she went over is that not enough weight was borne by the keel, allowing her to slip to port while the topsides went to starboard and over the top of the stands. In any event, a starboard panel was dented severely enough





LATITUDE/RICHARD

Babe plans to navigate from Spain to the Caribbean using an instrument like this, which was made from the side of a beer box. He'll make it.

to break some interior plywood frames and, although the standing rigging held the mast, it did yank the port deck out of shape a bit.

"The real story, however, was Marina Seca's response," Higdon continues. "Although I had previously been in contact with the yard by email, their computer was knocked out by the storm. So the first time I learned about the damage was in January, when I arrived with plans to launch my boat! Here's how I found her: The yard, having decided to pay for and make the repairs, had done most of the work when I arrived. They had lifted the boat onto the stands, the interior was removed to a storage facility, and a 3 x 6-ft section of steel plate was cut out and replaced. After the initial shock and grateful recognition of all the work the yard had done, we teamed up to finish the job. I launched on February 5, only a half-moon after my initial target!

"Marina Seca has been in operation for a number of years. Boatowners are allowed to live aboard, and the storage area doubles as a work yard. They have built nice new restrooms with hot showers — they sank a huge tank and truck the water in. Haulouts are currently handled by the very large Travel-Lift operated by the Cozar Boatyard. It's somewhat expensive, but it's partially offset by the low rates for storage. Gabriel, the proprietor of Cozar, and Arnulfo, his assistant, both speak English fairly well and are eager for new clients. They are located on the south side of the bay on the Paraje bus route near Las Playitas."

While in St. Barth early last month, Antonio des Mortes, the self-proclaimed 'Terrorist of the Caribbean', and former captain of **Big O** from time to time, banged on the hull of **Profligate** one night to insist we visit "this incredible sailor friend from my hometown on the Galacian coast of Spain". When we learned the fellow's name was Javier Babe, we began to think it might be a waste of time. It wasn't. It turns out that the 55-year-old Babe has sailed across the Atlantic 23 times and has sailed around the Horn twice — al-

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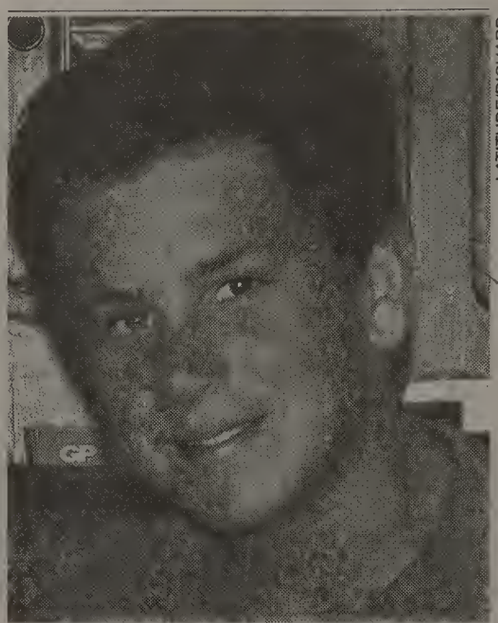
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ways on his own boats. His wife Christina — the first girl des Mortes dated back in the 'old country' — has been across the Atlantic 17 times. Heck, even Babe's 13-year-old son Oscar has been across 13 times — and not against his will. "The sailing life is *la buena vida*," he told us.

Initially a captain in the merchant marine, Babe became frustrated with not being able to stop and enjoy the exotic ports he called on, and the fact that he rarely got to dive. "I'm passionate about sailing, diving and the sea," he told us. So he bought and ran a three-masted 110-ft schooner. After several years, it had just about broken him financially but, thanks to the help of Mary Crowley of Ocean Voyages in Sausalito, he sold the schooner and acquired the 65-ft Frers-designed Argentinian-built steel schooner **Peregrina**, meaning 'female pilgrim'. In recent years he's been sailing back and forth across the Atlantic doing sailing and diving charters.

But not next year. Babe and five other fishermen will be sailing across the Atlantic on a 26-ft traditional Galacian open fishing boat. Absolutely everything used for the boat and voyage will have been available in the 1700s. So not only will Babe and his friends not have a GPS or radar, they won't even have a sextant. When we asked how he plans to navigate, Babe pulled out a crude astrolabe-like device he'd made from — we're not making this up — the side of a box that contained a case of beer. "With this I can get our position to within 60 miles — without a watch or any tables," Babe pronounced. We believe him, too. Babe looks forward to this risky expedition as much as a 5-year-old looks forward to Christmas morning. We're looking forward to crossing paths with him in the British Virgins this month to get a more in-depth story. For rarely have we seen a man so joyful about sailing and the ocean.



LATITUDE/RICHARD

The young man and the sea. Oscar Babe, just into his teens, has sailed across the Atlantic 13 times. And loves it!

According to the Pacific Pearl publication in Mazatlan, the long dormant $550 million dollar **Marina Mazatlan** project is back on line, with dirt to start flying in April. Alas, most of the development will be of golf courses, houses, hotels, condos, and such. We're not sure that any more berths will be built. The project is not slated to be completed for 10 years, at which time it's expected to provide direct and indirect employment for as many as 55,000 workers. Jack Jandreau of the Portland-based **Stealaway**, who sent us

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LATITUDE/RICHARD

Another shot of Mike and Hillair, along with Tyson, on a gennaker reach out St. Barth. It's an example of looking — and feeling good!

this item, says he's been watching engineers and survey crews working around the marina *malecon*.

Development seems to continue unchecked on the Pacific Coast of Mexico, as Harbormaster Dick Markie reports **Marina Paradise** is in the process of building 500 more condos on the beach just to the north of their two six-story hotels. They're also building a 600-person convention center.

"Wow, was it ever fun to see ourselves in last month's *Changes!*" write Michael Sheats, Hillair Bell, and Tyson the Poodle of the Sausalito-based Sceptre 41 **Indigo**, which is currently in the British Virgin Islands. "The photo of our boat under sail was as good as we hoped she looked — thanks so much to the Wanderer for going out in his dinghy to take it. We have one small but significant correction to the story you wrote. **Windbourne**, the Beneteau First 38, belongs to Roy and Susan Hopper of Carriacou, and it was she who won the serious racing division of the Carriacou Regatta last summer. The boat belonging to the surgeon who extricated Michael's appendix is also a Beneteau, **Blew By You**, based out of Grenada. *Latitude's* continuous message — just do it! — resounds in our ears. The diversity among the community of sailors is enormous, the creativity is unmatched, and the inspiration unequalled. Thanks for bringing such wonderful examples to us each month; we never tire of them."

Thanks for the kind words, but don't try to pin the 'Just do it!' slogan on us. The last thing we need is a bunch of lawyers flying down from Eugene with 'swooshes' on their legal briefs.

Given all the tumult in the Middle East, it's hard to believe organizers keep running the **Eastern Med Cruising Rally** — which goes from Turkey to Cyprus, to Syria, to Lebanon, to Israel, to Egypt — but they do. We mistakenly reported that it was cancelled last year, but in fact 44 boats participated — albeit on a shortened course because of security concerns. By the middle of March, 44 boats had already signed up for this year's event, which starts from Istanbul on April 27 and then has an 'international restart' from Park Kemer Marina in Turkey on May 15. As in the past, organizers reserve the right to

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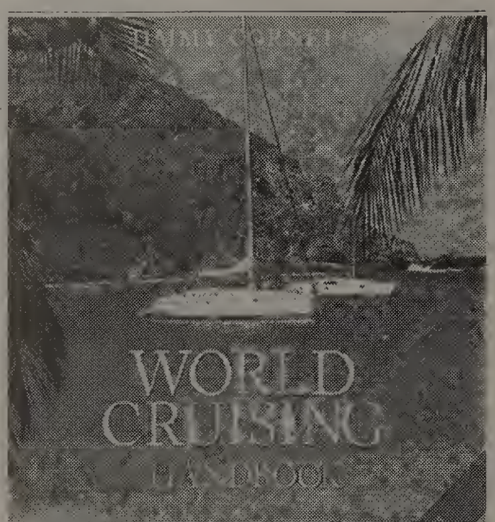
CHANGES

make changes to the rally — which everyone who has done it tells us is terrific — if the political situation dictates it.

"My friend has recently come from Russia to the States, and later this year we'd like to do some sailing to places throughout the Pacific," writes Vish Widmer of Sausalito. How hard is it for someone to get **visas** while sailing? I know it was hard for him to get one to fly here to the States."

For Americans it's pretty easy to get visas on the go, although in some places, such as French Polynesia, it's better to get them in advance because you can usually stay longer. As for the regulations regarding Russian citizens, it could be very different. You might check Jimmy Cornell's **World Cruising Handbook**, as it covers this kind of information — although perhaps not for Russians — or visit each country's tourist website.

"We're both here in St. Lucia and retired or semi-retired, we're not sure which," report Terry and Evelyn Drew of the Santa Cruz-based Kirie Feeling 446 **Aquarelle**, which they purchased out of a charter program. "Terry came down a week earlier than I and has been working hard to put the boat together. He's installing a new battery charger, since the old one and batteries died while we were gone, and is also installing a new ham radio, tuner, antenna and ground system so we can use Winlink — and as a result has had to run all kinds of cables. We went back in the water a few days ago, and are now in a berth at Marina in St. Lucia. There is much to do with a former charter boat. We have the aft water tank out of the boat and sitting in the cockpit, where we'll attempt to fix a leak for a second time. Terry has also discovered a leak between the forward and aft tank — right under the nav station. We looked into having the bimini repaired, but were told it would make more sense to make a new one. You sure do need a bimini here in the Caribbean! We'll be in the Grenadines until May 18.



Looking for information about cruising to various countries around the world? Jimmy Cornell's 'World Cruising Handbook' has it.

"I'm writing to let everyone know that I've arrived safely in La Paz, writes Kevin Meeks of the King Harbor-based **Renaissance**, (type of boat not reported). "On my passage up from Cabo San Lucas, I encountered near-gale conditions my first night out and, while on the foredeck trying to claw the jib down, had one of those icy moments of fear when I realized that my tether had come unsnapped. Talk about a close shave, with the deck pitch-

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ing violently in the 8 to 10-foot seas and some serious wind blowing. I was never so glad to crawl back into the relative safety of the cockpit. Bahia de los Muertos — now known locally as the 'Bay of Dreams — has a great *palapa*-style Giggling Marlin restaurant that opens at 6 a.m. for breakfast. It's worth a stop, as the bay offers a very comfortable overnight anchorage."

"We would like to head for Mexico, but are concerned about the availability of **CNG** for our stove," writes John J. Meyer of Mill Valley. Is there a list of locations that offer it?

Others can correct us if we're wrong, but it's our understanding that CNG, which is theoretically much safer than propane, is not available in Mexico at all. At least not along the coast. Propane, on the other hand, which lasts much longer and is explosive, is universally available in Mexico.

"The reports from people who've had problems with getting stuff shipped to them in Mexico via DHL hit home with me," writes Bill Steagall of **Inspiration** in



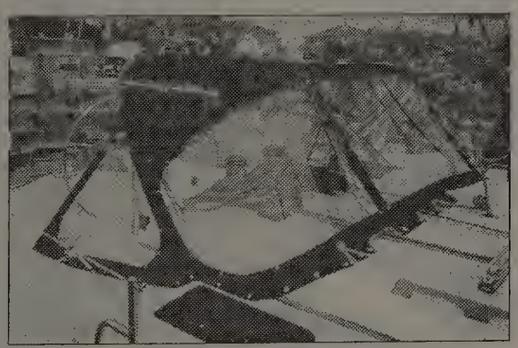
If you want to enjoy cooking some fresh seafood on your boat in Mexico, you're probably going to have to convert from CNG to propane.

Marina Don Jose in La Paz. "My parts were sent through Mexico City, and after many telephone calls and with the help — yes, help — of *Aduana* (Mexican Customs), I finally did get them. But I've found a better way to get small parts to La Paz. The post office here accepts boxes that weigh under one kilogram without involving the Aduana/Customs. And I have found that things like engine pistons and such can be sent one to a box. This requires finding a cooperative dealer in the U.S., of course, and not all will cooperate. You may have to send an explicit statement that you accept the risk of having them sent that way. Post office boxes can be rented for a few *pesos* a month in La Paz. I hope this helps."

"Two days ago I took four other people with me for the 80-mile sail down to Majuro. . . and picked the three windiest days to do it," writes Blair Grinols of the Vallejo-based 46-ft **Capricorn Cat**. "But with my heel ailing and nothing else to do, I didn't want to wait to pick up my new sail and get some provisions. Plus, **Rixzene** had five new 8D batteries waiting that she needed badly. Everyone in the anchorage here — six boats — was overloaded with garbage needing dispoal, and also needed provisions. Keith and Susan Levy of the Pt. Richmond-based Catalina 47 **C'est La Vie** came along to

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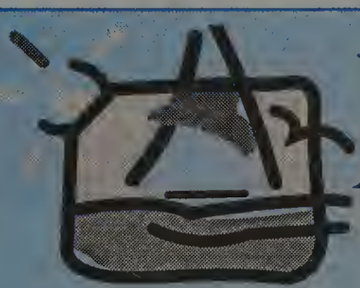


Blair loves to keep active, so we're not surprised that he's been using his catamaran as almost a cargo vessel in the Marshalls.

get propane and provisions. When we came back today, we were loaded down with five 170 lb-batteries, 13 jerry jugs of fuel, my fridge and freezer packed solid, and provisions jammed in everywhere. My new mainsail, which had arrived by air the night before, was rolled up on the salon floor. We had 25 knots of wind on a broad reach going down, and averaged 10 knots, with a top speed of 17.09 knots. When we sailed back today, we have apparent winds of 27 to 39 knots on a close reach. **Capricorn Cat** handled it fine, although I did have to throttle her back by reefs to reduce the speed to 8-9 knots and keep the boat and crew in one piece. The seas were about 12 feet."

From the Cruising Is Always Just One Fun Moment After Another Department, here's a further update from Grinols: "The weather here in the Marshalls is rainy today, but it doesn't really matter as my heel looks so raw and ugly that I couldn't do anything anyway. They still didn't have the new electrical part for the outboard when I was in Majuro the other day, so I can't use my dinghy. *Rixzene* was nice enough to loan me her spare if I need one. The rope stopper on the davit that holds the back of the dinghy broke the other day on the way back from Majuro, allowing the front of the dinghy to swing into the barbecue and get a hole punched in the nose. While trying to haul the dinghy on the foredeck in rough seas, we broke one of the lifeline stanchions loose, so there's another repair job. The wind blew the grommets out of the sun screens on the front windows, but I fixed those yesterday also, along with the tabs on the dinghy that tore loose. In my spare time I defrosted the refrigerator. Oh boy! We had a fish barbecue on the beach last night, and the guys had to carry me up the beach to keep my heel from getting wet. It sure is fun cruising out here."

For those who don't know Blair, who must be 70 by now, he absolutely loves the cruising life — including fixing all the things that break.



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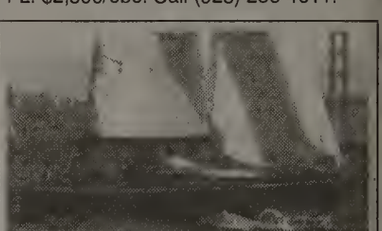
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SOLING 27, 1970. Light blue hull, white deck. This old lady is still in good shape and sail-ready. Updated cockpit layout. Raised floor. Dry sailed. Includes trailer. $2,500. Please call (510) 434-7500 or email: paschwanden@lomb-art.com.

PRIVATEER 26 KETCH, 1967. 31.5-ft LOA. Designed by T. Gilmer (Aries/Roughwater). Cutaway full keel. Volvo MD-1 diesel. Extra gear/sails. $9,500. Morro Bay, mooring available. Call (805) 234-3049.

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MacGREGOR 26X, 1997. Nissan 50 hp, 100 hours. Jib, genoa, VHF, autopilot, compass, depth, fishfinder, 3 batteries, perco, 12v refrigeration, pressurized water system, bimini. 40 gal custom aluminum fuel tank, prop guard. Trailer, new tires, spare. Always covered. $13,995. Antioch, Delta. Call (805) 801-5366 (cell).



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CATALINA 27, 1972. New standing and running rigging, painted mast, new bottom, new upholstery, new propane stove. Rebuilt head, new thru-hulls. 15 hp o/b, low hrs. Dinette version. $9,500/obo. Please call Rusty (415) 279-7382 or email: rustycanada@hotmail.com.



MacGREGOR 26, 1991 with rights to beautiful slip. Great condition with trailer, back-up sails, stove, portable head, Evinrude 9.9, compass, VHF, CD player, swim ladder, head, pop-top bimini. All manuals and papers in order. $8,000/obo. Call Jeff (415) 205-5299 or email: jeff.dawson@sbcglobal.net.

CAL 2-27. Excellent cruising condition at Richmond YC. New headliner main cabin. Good headroom. Atomic 4 serviced and bottom painted in 2002. Surveyed 2002. Main, two genoas (130) and gennaker. $10,500/obo. Call (707) 864-4028.

27'11" CHOATE, CF-27. Dencho Marine. Hull #018, like-new condition. Racing sails and cruising sails in great condition. Nice interior, 9.8 Yamaha, trailer, faired and barrier coated bottom. $14,500. Call (702) 656-1850 or email: Capteos@cox.net.

CATALINA 25, WING KEEL, 1989. #5960. Excellent. New offshore main, furler 135 jib, VHF, depth, fitted bedding, Honda 4-stroke. Repainted trailer, never-used tires. Propane stove, never raced, other upgrades, must see. $22,500. Email: captainbill@att.net or call (775) 746-1367.

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NOR'SEA 27 with aft cabin. Good shape. 5 sails ranging from fair to good. Propane cook stove, wood stove, depthfinder, VHF. Yanmar 15 horse diesel. $26.500/firm. Call William (619) 501-3557.

RANGER 28, 1977. Always kept in freshwater. Gary Mull design. Great cruiser/racer. 7 sails incl. new 2003 main. All lines to cockpit. Atomic engine completely refurbished 2002. Runs perfectly. New sheets. New aluminum tank. $11,500. See photos at <http://photos.yahoo.com/gastonfmartin> Call (509) 838-1266.

CAPE DORY 28, 1976. Fast, full keel cruiser. Repowered in 2000 with 18 hp Yanmar diesel. New lifelines, roller furling jib, extra sails. Garmin GPS plotter, new radio, full galley, lots of storage. Carefully maintained. $24,000. Please call (415) 924-3739 or email: margrit@earthlink.net.

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CORONADO 25, HULL #103. Great condition, spacious interior. Main, two jibs. Brand new hull, barrier coat to gel coat in 2003. Trim bristol finished, 9.9 Force outboard runs great. Located Moss Landing. Must sell. $3,500/obo. Call Ryan (831) 464-8465.

ALBIN VEGA 27, 1976. Clean pocket cruiser. Last 3 years new: 9.9 hp LS Honda 4-stroke, Autohelm, 130% UK genoa, traveler, nicro, charger, gel battery, Force10, running lights/panel upgrades. 2 anchors, 100' BBB, spinnaker. $9,000. Emeryville. Aaron (510) 798-3617.

NOR'SEA 27, 1977. Good offshore boat. Many extras. 2GMF 13 hp Yanmar diesel, radar, etc. See full specs at: <http://www.forcreativesake.com/norsea27.htm> $33,500. Call (805) 234-4969.



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CATALINA 27, 1975. Great Bay boat. 150 genoa with whisker pole, working main, 110 jib, 90 storm jib. SS BBQ, VHF, GPS, charger, cockpit cushions, refurbished interior cushions. Inflatable dinghy, microwave, refrigerator, new head, 1997 Johnson LS outboard. $6,995. Ed (408) 489-7511.

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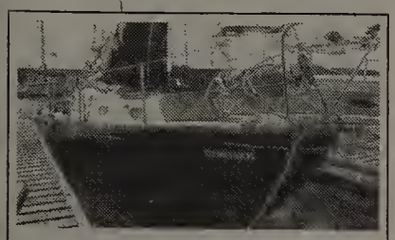
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CATALINA 27, 1971. Dinette model. New since 2000: Rigging, Honda 8 hp 4-stroke, holding tank, thru-hulls, storm jib, depthsounder, batteries, stereo, cushions. On board: 4 sails, compass, VHF, 2 anchors, sink, stove, BBQ. Sausalito slip available. $4,500. Peter (415) 270-8119.

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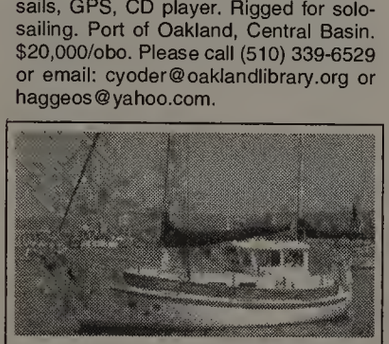
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CHEOY LEE BERMUDA 30 KETCH. Sausalito. Teak hull, copper rivets. Hauled, painted and surveyed spring 2003. Boat in good condition. Price reduced to $9,500 because of original Atomic 4 engine. Leave message at (415) 246-3900 or email: edsangster@aol.com.

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MARINER 31, 1970. #80. Project boat. Needs deck/cockpit/mizzen refit. Great potential. Perkins, 5 sails, VHF, dodger, davits, windlass, 3-burner stove, Tiny Tot heater, BBQ. $1,000/obo. (775) 358-0701 or email: captnkevin@sbcglobal.net.

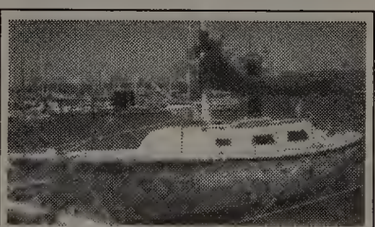
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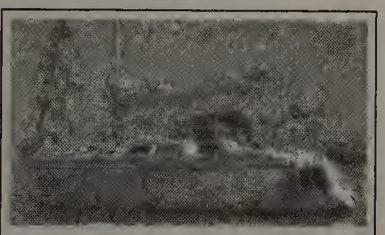


CAL 29, 1973. Rebuilt Atomic 4, good condition, needs some work. VHF, stove with oven, extra sails. Great cruiser/liveaboard. At San Francisco Marina, Gashouse Cove. $9,500/obo. Please call (415) 887-9318.

CATALINA 30, 1979. Diesel with low hours, Edson wheel steering, roller furling, 2 mainsails. New bottom paint 2003. Depth/knotmeter. Freshwater location until 7/02. Now at Richmond Marina Bay. $15,950 or $8,500 for 1/2 interest. Call (916) 214-9091.

ERICSON 30+, 1983. 7 sails: 2 mains, 4 genoas, spinnaker. Harken furling, 7 Barient winches, B&G instruments, Autohelm, VHF, Loran, gel charger, diesel, Martec prop, pressure water, refrigerator/freezer, propane stove. Sleeps 6. $27,500, See: <http://home.earthlink.net/~indig> Call (925) 367-6250.

ISLANDER BAHAMAS 30, 1980. Excellent condition, many extras. $21,900/obo. Located in San Francisco. For more info see: <http://www.mjasolutions.com> follow 'sailboat' link. Call (650) 298-9043 or email: islandersavuti@yahoo.com.



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CAL 29, 1973. Atomic 4 rebuilt 2003, warranty. New head 2003. Lines led aft. Anchor roller, EZ Jacks, dodger, cockpit awning, swim ladder. Stove with oven, pressure water. Main, roller furling jib and genoa, spinnaker. $15,000. Call (510) 654-3903.

PEARSON TRITON 29, 1962. Rebuilt and outfitted for singlehanded offshore cruising. Perkins diesel, windvane/Autohelm self-steering, liferaft. EPIRB, SSB, windlass, charting GPS, 3 anchors, 200' HT chain, 200' nylon rode. VHF, knotlog, depthsounder, dinghy, outboard, more. Specs/pics: <http://sail-the-world.info/> $22,000. Call (808) 497-0702.

NEWPORT 30, 1976. Fresh Atomic 4, good sails, all lines led aft, rigged for spinnaker, tillerpilot, VHF, KM, DF. Clean inside and out. Located Marina Bay, Richmond. $12,500. Call (209) 948-6465 (days) or (209) 463-1018 (eves).



CS30, 1985. 3 roller furler jibs, spinnakers, wheel, dodger, autopilot. Volvo diesel, propane, 2 anchors, BBQ, Loran. Standing rigging replaced in 2001. Solid teak interior, new bottom in 2003, original owner, all records. Asking $27,000. Please email: md@discrobotics.com or call (530) 692-2569 (eves).

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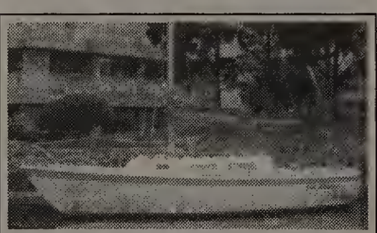
CATALINA 30, 1988. Tall rig, wing keel. XP 25, 300 hours. Refrigeration, hot/cold water, propane stove, wheel, charger, VHF, TV, mast antenna, dodger, flat traveler. Autopilot 4000, knotmeter, depth, 8' Walker Bay. Following all new 2002 roller furler, jib, main two single-line reef points, EZ Jacks, all standing and running rigging. PSS for dry bilge, barrier coat and bottom paint. Documented. Boat berthed in Tahoe, new equipment only exposed to freshwater. $41,500. Call (530) 577-3160 or email: tahoecatalina30@aol.com.



ERICSON 30+, 1986. Wheel steering, roller furled self-tacking jib. Universal diesel, Autohelm, self-tailing winches. Hot and cold pressure water, enclosed head, alcohol 2-burner stove with oven. Sleeps 6. In Stockton. $30,000/obo. Call Stan (209) 522-1720.

LANCER 30 SLOOP, 1979. Great to live on/sail. Large dodger and excellent canvas. 7 hp Yanmar diesel, teak interior, good rigging and new radio. Must sell now or partnership possible. $9,750. Call Rich (925) 339-1819.

ERICSON 29, 1972. Sturdy cruiser, perfect for Bay. Large, dry cockpit with tiller, Atomic 4, furling jib, depthfinder, plus upgraded: halyards, gas tank, wiring, transmission cable, rigging, etc. Good headroom for liveaboard. Emeryville. Owner moving. $8,500/obo. Kevin (510) 593-4901.



CAL 29, 1973. Just refurbished. New interior, bottom. Engine works. Loaded with gear. Too many options to list. Beautiful condition. Forced to sell due to family emergency. $19,500. Call (925) 787-4676.

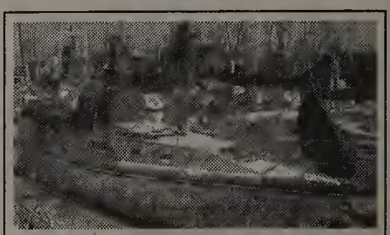
BUCCANEER 30, 1979. Hauled, painted, and surveyed 2/03. Roomy cruiser, inboard Volvo, great for liveaboard. Includes dinghy. $14,000. Monterey. (831) 394-3995 or email: darcywheeles@mindspring.com.

CATALINA 30, 1980. New standing and running rigging, 2002 Garhauer traveler and boom vang, wheel steering, lines led aft, roller furler, diesel engine. Pics and more info at <www.erols.com/konawalik/catalina30> $18,900/obo. (415) 378-3342.

WANTED TO BUY OR LEASEBACK. 30-ft sailboat with inboard diesel, roller furling, in excellent shape. Ideal boats are Catalina, Yankee, Newport, Pearson. Boat will be used in a charter fleet and generate significant $$. Email: staff@spinnaker-sailing.com or call Drew (415) 543-7333.

NANTUCKET CLIPPER, 1979. Builder: Offshore Yachts Int'l/LTD, Norfolk, England. LOA 31.8', LOD 29.5', LOW 21'. Beam 9.1'. Yawl rig, full keel, 6,500-lbs lead ballast. FG hull, inboard Volvo 14 hp diesel, overhauled May, 2003. Fuel 10, water 20. Head, stove/oven, refrig. New compass and knotmeter. Tiller. 2 bottom action winches. 110 genoa, main, mizzen, spare genoa, storm trisail. Roller reefing main. Excellent condition, new top-deck, hatch. Berths 5. Standing headroom. $23,500. Call Alex (415) 269-1823 or email: ja2rheda@yahoo.com.

CATALINA 30, 1983. New 20 hp Beta Marine diesel. Wheel steering, furling jib, CD player. New cockpit cushions, tender with electric motor, new lines, excellent condition. Sausalito. First $30,000 takes her/obo. Doug (707) 364-1250.



HUNTER 31, 1984. $26,500/OBO. Sloop rig, fast and roomy. Lying Marina Village in Alameda. She is the cleanest H-31 on the west coast. The kids grew up and my health forces sale. She is covered with Pacific Blue canvas, dodger, bimini, skirts and 3/4 cover. Aux. power is Yanmar, 18 gals fuel, 30 gals of water, stove, oven, microwave, shower, holding, 2 head sails, 1 drifter, 1 mainsail. John (925) 426-8898 or email: QuaylePI@aol.com.

CATALINA 30, 1980. $20,000. Wheel steering, 2003 bottom paint, knotmeter, depthfinder, hot water, refigerator, cockpit cushions, full dodger. Atomic 4, new exhaust, VHF, updated interior, self-tailing winches. Extra sails. (707) 426-5279 or (707) 447-2464.

ISLANDER 30 Mk II, 1975. Harken RF and jib new in 2000. New standing rigging in 1997. Volvo Penta diesel in great condition. Recent survey and bottom job. VHF, depth, windspeed, knot indicator, Loran, and more. Comfortable accomodations. $16,900. Call (530) 241-5630.

BENETEAU 28.5, 1990. Great little racer/cruiser. Sails like a Melges. Sleeps 6. New canvas including excellent dodger with handrails, spray skirts. Roller furling. New asymmetric with sock. Symmetric with pole. Great stereo with CD changer. Very clean. $34,000. Call (415) 235-4803.

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TRIPP 30. Beautiful, well-built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanding and ease of control. Located in Sausalito, CA. Asking $27,500. Wayne (310) 551-2800 ext 204 (wkdays) or (310) 804-1322 (eves/wknds).

CATALINA 30, 1982. TR, new rigging. BS, new. Diesel engine, dodger, GPS, autopilot, W/H, new main, new 165 jib, used 110, lines led aft, in-mast halyards, wheel helm, holding tank, inflatable, new bottom paint. Berthed at Fortman Marina, Alameda. $20,000/firm. (510) 521-0357.

32 TO 35 FEET

CORONADO 34 SLOOP. Health forces below-market sale. Sound cruiser and liveaboard. 6'2" headroom. Fully equipped: Rebuilt diesel, sailing dinghy with outboard, roller furling, bronze thru-hulls and valves, heavy-duty rigging, wiring and more. $23,900. Call (415) 258-9656.

11 METRE ONE DESIGN. Excellent bottom, main, 2 jibs, 2 kites, engine, tactic compass/timer. Slip at Treasure Island. $8,500/obo. Call Mark (415) 606-7127.

PEARSON VANGUARD 32. 0 hrs on rebuilt engine, several sails, kerosene stove, oven, cabin heater, much misc. gear. $18,500. Lying Alameda. (408) 979-9743.

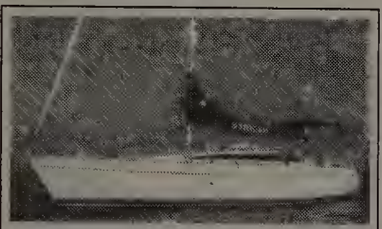


PACIFIC SEACRAFT PILOTHOUSE 32, 1994. Outstanding sail performance. 360° visibility. Well equipped: Yanmar, Sailprop, Espar, Raytheon, roller furled genoa. Comfortable, sleeps 5. Excellent condition. Bellingham, WA. $137,500. Call (360) 671-1040 or email: rbwood37@msn.com.

WESTSAIL 32, 1977. Ser. #726. Structural improvements done. New Volvo 40 hp diesel and MaxProp 1999. Radar, Monitor vane and more. Good condition, very clean below. Possible Berkeley berth transfer. $47,500/obo. Call for details. (916) 722-6300 or (916) 798-5140 (cell).

BABA 35, 1984. Better than new. Fresh water since 1987 and stored inside. Everything replaced, new Yanmar in 2003. Best offer. See website: <http://www.band2041.com/halcyon.html> Email: dlglueck@earthlink.net for details/photos.

ERICSON 32. Excellent condition, well-maintained, new diesel engine, full keel. Excellent slip in Sausalito. All papers. Sacrifice for $6,900 for 1/4 ownership. Email: jhbmd@pacbell.net.



***STRIDER* IS A 1985 JEANNEAU SUNRISE** 34 selling for $46,000. The boat currently lays in Rio Dulce, Guatemala about an 8-hour sail to the Belizean reef and Cayes. You may view pictures and specs at: <www.geocities.com/tfvincent1> A recent (2003) survey is also available by email. This boat is fully equipped, recently hauled and bottom painted, and in excellent overall condition. Also many new upgrades - halyards, batteries, gauges, etc. - were just completed in 2004 for $4K. Call (760) 295-4264 or timvincent@cox.net.

CATALINA 34, 1989. Great condition, cruise ready. Many new items, radar, cruise spinnaker, spinnaker pole, full batten main, bottom paint, bimini, wiring, battery monitor, cockpit canvas. Many spares. New 8-ft dinghy, 8 hp Johnson o/b. A/P ST4000, 3 anchors, VHF, CD, TV/VCR. $58,000. (650) 969-5248.

PACIFIC SEACRAFT CREALOCK 34, 1992. Loaded and truly ready for the Ha-Ha and beyond. Monitor windvane refurbished 2003 by Scanmar, Windbugger wind generator, 3 solar panels, completely refitted with new standing and running rigging 2002. Mast and boom repainted 2002, complete suit of new Port Townsend Blue Water sails 2003, new ST60 instruments 2003, new MaxProp 2003, new ultrasuede cushions and V-berth cushions 2004. Extensive electronic upgrades including new Rolls batteries, Garmin 176C interfaced with RX10 radar and ICOM 710 with Pactor II Pro. Extensive custom cabinetry for added storage. Professionally maintained, exquisite inside and out. Serious, qualified buyers only, no brokers or lookie-loos, please. $145,000. (415) 596-4884 or email: cruisincronins@earthlink.net for complete specifications.

IRWIN 34, 1980. New cushions throughout, roomy interior, sleeps 6, shower/head, hot water, stove, Yanmar engine. Good liveaboard. Located in Marina Bay Harbor, Richmond. $24,000. (415) 460-6680 or email: chestershaba@hotmail.com.

CATALINA 34, 1994. Wing keel standard rig. Universal M35 30 hp diesel with 1,050 hours. PSS dripless, Balmar alternator, Smart regulator, Heart 1800 inverter/charger. 430 AH batteries, VHF, SSB, GPS, EPIRB, depth, speed, AM/FM/CD. Full batten main with dutchman flaking, Schaefer roller furling 95%,135% head sails. Propane stove, Force 10 heater, Adler-Barbour fridge, microwave, H/C pressure water, cockpit shower, windlass. 35# CQR, new dodger, sailcovers, fuel tank 2002. Bottom paint, survey 3/2003. New fridge, propane heater, cabin sole, berth cushions, cockpit Bottomsiders in 2004. $70,000/firm. (510) 594-8550 or (510) 501-4384.

CHALLENGER 32, 1974. 48 hp Nissan diesel. Fiberglass frame windshield, dodger with canvas top and sides, H/C water pressure, engine-driven refrigeration, teak interior and exterior trim. Very roomy, nice-looking boat. Sloop rig. $22,000. Pillar Point, Slip A-32. Call (209) 304-7884.



BENETEAU 35, 1998. Excellent condition, clean and lovingly maintained. Fully equipped. 4 sails. Yanmar 27 hp engine with very low hours. Furling jib, electric windlass, Autohelm electronics, GPS, VHF, microwave, 2-burner propane stove and oven, refrigeration, propane BBQ, cockpit cushions, swim platform. 2 berths, sleeps 6. 2 showers. AM/FM stereo, 12 disk CD changer, cabin and deck speakers. Fantastic daysailer, racer, weekend cruiser or extra-comfortable liveaboard. $99,000. Call Jon (415) 860-6682 or email: sailor_jon2000@yahoo.com!

SPENCER 35, 1964. Graceful fiberglass cruiser. Mexico/offshore veteran. Radar, windvane, autopilot, EPIRB, Yanmar diesel, GPS, VHF, inverter, 7 sails. 2004 survey and bottom paint. Beautiful mahogany interior, propane stove/oven and heater, dodger/awning. View pictures at <www.boats.com> $35,000. Call (805) 807-0834.

CATALINA 320, 2001. One owner. Low hours on Yanmar 27 hp, full galley and head. Sleeps 7, cockpit cushions, bimini, dodger. Raytheon wind instruments, autopilot, speed and depth. $97,000. (707) 746-8690 (hm) or (925) 766-5914 (cell).

BRISTOL 32 KETCH. Well-maintained bluewater cruiser. Radar, Monitor windvane, EPIRB, Yanmar diesel, two GPSs, VHF, full sail inventory, 3 anchors, chain, propane stove and oven, dodger, f/g dinghy. Beautiful wood inside and out. Located Emeryville. Call (510) 387-8130 or email: savelltrr@aol.com.

RANGER 33. Universal diesel, wheel, sails in good condition, roller furling, many extras. $20,000/obo. (510) 521-0967.



OLSON/ERICSON 34. *Soda Pop.* Top condition, newly rebuilt engine, rod rigging, well-maintained. $50,000. Bill Torrence (310) 540-1125 or (310) 245-5007 (cell).

CATALINA 34, 1986. Wheel steering, dodger, BBQ, CNG stove, refrigerator/freezer, extra sails, stereo, autopilot, many extras. Great boat, excellent condition, must sell. $45,000. Alameda. Call Brian (510) 759-2852.

ERICSON 32, 1978. Well kept with three roller jibs. The main is in good shape. Atomic 4 is running strong. Interior is in great shape with lots of wood. $17,500/obo. Alameda, CA. (510) 847-1077 or email: Markbowler21@hotmail.com for pics.

C&C 33, 1976. Good condition, fast, race winner, comfortable cruising interior. Kevlar and Dacron sails, 2 mains, 4 jibs, 3 spinnakers, wheel steering, knot, depth, wind, propane BBQ, shore power, CD player. Atomic 4 needs work. <http://scorpion.sparkart.net/~erik/boat/> $15,500/obo. (510) 517-9184.



SANTANA 35. Cruise in style or race to win. Best Santana 35 on the Bay. Excellent condition, Kevlar sails, rebuilt engine and great slip in San Francisco. This boat will sell quickly at $31,500. Call Mike (408) 210-2773.

ALBERG 35, HULL 232. Classic bluewater cruiser in bristol condition. Well-maintained, professionally rebuilt Atomic 4. Monel tanks, five sails, many upgrades, 6'4" galley headroom, inventory list available. USCG reg. $33,000. Call Roger (510) 528-0562.

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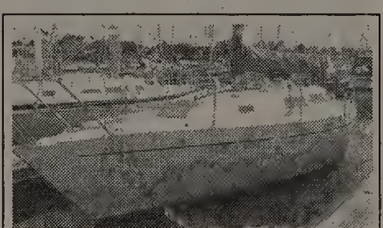
32-FT BENETEAU 321, 2000. Easy to sail: roller furling jib and main, autopilot, easy handling. Spacious: 11'3" beam, 6'3" headroom, huge aft cabin. Comfortable: clean, 2 hot/cold showers, dodger and sunshade with full cockpit side mesh (shade, bug screen, privacy). Classy: European design, Bose speakers (cockpit and cabin), custom upholstery, beautiful wood interior. Extras: dodger, dinghy, windlass, 420Ahr house battery, 75A alternator, dual battery monitor, refrigeration, tridata/ind instrument, macerator. Lightly used, 150 engine hrs. $84,000/obo. Please call Jim (415) 302-8656 or email: onaroll@sprynet.com.

CATALINA 34, 1988. Good condition. New canvas dodger and sail cover, bottom paint and refrigeration in 2003. Autopilot, propane stove and oven, shower, cruising drifter and more. Located in Richmond Bay Marina. $55,000. Call evenings (916) 744-1567 or (916) 761-5846 (wknds).



CELESTIAL 32, 1990. Fast strong racer cruiser in excellent condition. Teak interior with aft cabin. Yanmar diesel, folding prop. Roller furling with new jib. Full instruments, radar, GPS, autopilot, AM/FM/CD. Propane stove. New bottom paint and batteries 6/03. $45,000. Call Bob (415) 383-9557.

CATALINA 34, 1988. Universal diesel, dodger, depth, knotmeter, wind, autopilot Autohelm 3000, radar, VHF, SSB, stereo, Loran, GPS, roller furling, cockpit cushions, LPG stove, NorCold refrigerator, macerator; shower, three sails. Kept in Stockton. $50,000. (209) 521-0188.



PETERSON 33. Fast, strong coastal/club racer with custom rigging. 5 headsails including spinnaker. Beautiful teak interior with nav station, galley and CNG stove. Berths for 7. Yanmar 12 hp diesel. Must sell. $18,000/obo. Call (408) 776-4675.

PEARSON VANGUARD 32.6, 1963. Hull #20. Strong, solid, fiberglass construction, full keel, wheel steering, new rigging, new windows, clean original layout, running sink. 30 hp Atomic inboard, refinished boom and good sails, new topside paint, sleeps 5. $8,000/obo. (510) 776-9159.

WESTSAIL 32, HULL # 36. Rebuilt Albin diesel engine. New mast, new stainless galley stove, new canister liferaft. New 12-volt main panel. Needs work. $22,000/as is. Call Cliff (650) 872-6697.

PEARSON 34, 1985. Solid, fast, easy to sail, Clean sail-away condition. Dodger 2001. Harken furling jib and genoa. New main 2000. Autopilot. Fridge, propane stove, heater. Yanmar. Two anchors. SF Bay. Reduced to $45,400. See website: <www.boatsearch.com>, listing 13414. Call (408) 887-8044 or (925) 283-4160.



CHALLENGER 32. Full keel, fiberglass, Perkins 50 hp diesel, pedestal steering, many extras. $17,900/obo. Please call (805) 643-4706.

WESTSAIL 32, #609. Factory-finished with custom interior, lots of light below. Redone teak decking and new plumbing. New bowsprit, chainplates, standing rigging, etc, which need assembling. Needs mast. Must sell. $37,500/obo. Call (360) 939-0335.

CATALINA 320, 2002. Mint condition. Furling jib/main. Dodger, cockpit cushions, autopilot. Tridata speed/wind/instruments. Electric windlass. Loaded with amenities. White ultra-leather salon, sleeps 7, stereo, fridge/freezer, stove, microwave. Yanmar 27, very low hours. Many extras. Your dream boat. $99,100. (510) 357-8015.

36 TO 39 FEET

BENETEAU FIRST 38, 1984. 39'8" LOA. Same model/year circumnavigated by Lisa and Andy Copeland. Fast, stiff and dry with deep keel. 1,100 hours on Perkins 4-108, 50 hp; 500 hours on 5K genset. New Quantum main and working jib plus 120, 140, 2 spinnakers, storm jib. New Navtec hydraulic backstay. 3 new battery banks, Heart inverter. Adler-Barbour fridge, Cruisair 16,000 BTU reverse cycle A/C. Autohelm ST7000, Silva nav system, Koden radar, 35# CQR, 22# Danforth, anchor wash-down, swim shower, dodger, bimini, new lines for head, new rigid holding tank. New Martec folding prop. New bottom paint, mast unstepped and inspected with new sheaves by KKMI 2003. Much more. $85,000. Bill (707) 974-0228.

WILLIAM GARDEN-DESIGNED wooden ketch. 34-ft LOD, 39-ft LOA, 10-ft beam. Volvo diesel, wheel steering, propane stove, cruising spinnaker. Classic looks. $22,500/obo. Call (831) 459-0740.

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CAL 39, $65,000. Perkins 4-108, 5 bags sails, dinghy, 8 hp outboard, radar, S&L windlass, liferaft, boom brake vang, dodger, Lee cloths, canopy. This circumnavigator has lots more gear. Please call (805) 528-7332 or (805) 801-5397 (cell).



AMEL KIRK 36, 1978. New sails, full batten main and genoa, Harken furl. Wind generator, propane, 25 hp Volvo diesel. Much more. $42,700. Call (863) 675-6783.

WYLIE 38, 1986. Cold mold beauty, awesome liveaboard, fast. Varnished interior, freezer/refer, hot/cold water. New in last three years: upholstery, Levac head, propane stove/oven, more. 1997 survey at 62K. Selling price $49,000/obo. Orcas Island, WA. Call (360) 317-1554.

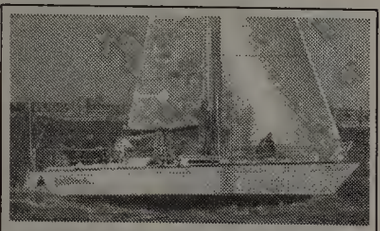
CATALINA 380 TALL RIG, 2000. Almost new, 118 engine hours. Raytheon Pathfinder integrated GPS/radar, ST60 wind, speed depth. Ardic forced air heat. Heart interface inverter/charger. Zodiac 6-person canister coastal liferaft. Many more custom extras. Ready for your cruising dreams. Call for detailed list. Seattle. $162,000. (206) 780-3475.

C&C 36, 1980. A well-built, comfortable and fast cruiser/racer. Rod rigging, ST6000 autopilot with gyro, GPS. Yanmar 3GM30F, 1997. 40 gals water, 40 gals fuel, and much more. See website: <www.diacomm.com/shenanigans> $54,900. Please call Mike (408) 979-0346.



CT 38 SLOOP, 1984. Loaded. Autopilot, dodger, bimini, teak decks, 36' wheel. DF, KM, WD, WS. 150 furler, full batten main, extra sails. New radar, VHF, GPS. Lifesling, BBQ, O/B lift and bracket, EPIRB, 2-speed winches. Bow locker windlass. 33# CQR anchor, 300-ft chain, stern anchor. 1500 inverter/charger. Lazyjacks, rigid boomvang, Garhauer blocks. Epoxy bottom 2002. Gennaker, spinnaker. Beautiful teak interior. Adler-Barbour, microwave, AM/FM/CD, electric head/shower. Yanmar 3QM, full cover, new ports and vents. Fin keel, freshwater, stiff cruiser. $59,900. Call Steve Scott (916) 485-8797.

CSY 37, 1979. Excellent condition. All systems in excellent shape. $75,000.Call Harry or Ingrid (916) 362-2102.



MORGAN 36T, 1975. *Goldilocks.* $29,950/obo. Sleek modern lines, flush deck, sporty yellow hull. Proven race and cruise ready. This completely outfitted boat is a great value. 12 sails include suit of Kevlar/Mylar and suit of Dacron sails. 2 spinnakers and 3 mains. All newer instruments and GPS. Low hours on 4 cylinder Westerbeke diesel. Sleeps 6-7 people. Plus much more. For more details/pictures see: <www.ashefamily.com/goldi/> Call (707) 315-0484.

FREYA 39. Hull #GCBFR0191078. Documented. Needs interior restoration. Pensacola, FL. Email: rwfoley@cox.net.

BLUEWATER 38 KETCH. *Ingrid Princess.* Circumnavigated. Meticulously maintained. Complete overhaul and refit, bright teak, newly Awlgripped fiberglass hull. Spare parts galore. Nordic 9 sailing dinghy. Avon roll-up. Presently hauled, Florence, OR. $90,000. (541) 902-0586. Details, photos: sslough@oregonfast.net.



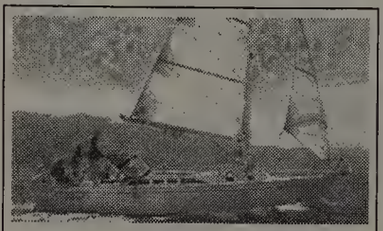
IRWIN 37 COMPETITION. Budget performance cruiser, wind generator, radar and hoist, new standing rigging, bottom paint. 4 headsails, 2 mains, spinnaker, wheel steering with cockpit table, hot cold pressure water, refrigeration, etc. Mainly a freshwater boat. $33,500. (831) 633-29~1.

PEARSON 390, 1972. Center cockpit, shoal draft. Low hours on 1999 diesel. Great main sail and asymmetrical spinnaker. Radar, VHF, oven. Vacuflush head with holding tank. EPIRB. Comfortable liveaboard. Fun Bay boat. Good shape. New bottom 05/03. $39,000. Call (650) 557-0533 or tedbob9999@hotmail.com.

CATALINA 36, 1983. Meticulously maintained. New main, 3 head sails, full enclosure, radar arch, electric head, solar panels, GPS map plotter, full modern instruments, electric windlass, inverter/charger, Autohelm. Photos at website: <http://photos.yahoo.com/svfreedom23> Call (510) 828-7901.

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CATALINA 380, 1999. Well-equipped and in excellent condition. See <geocities.com/dboat321> for pictures and equipment list. Asking price reduced to a real bargain at $139,500. Will sell with or without some equipment. Call (623) 322-4948 or (623) 670-0704.

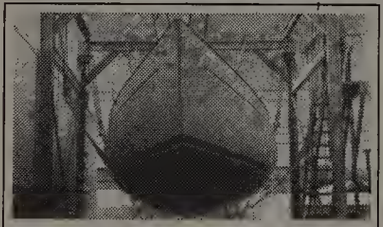


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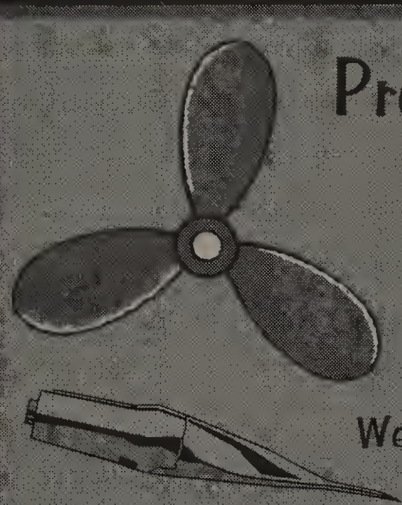
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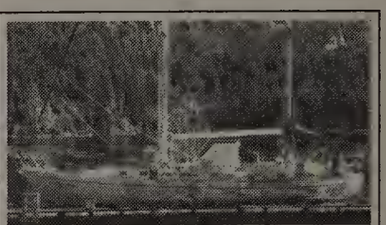
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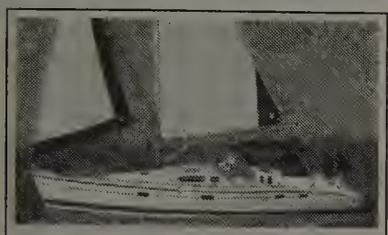
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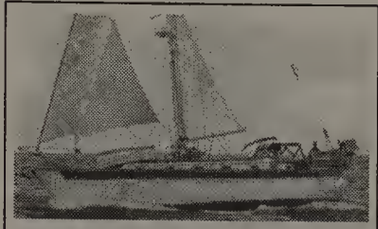


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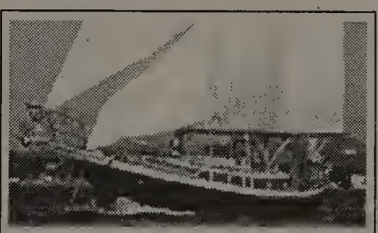
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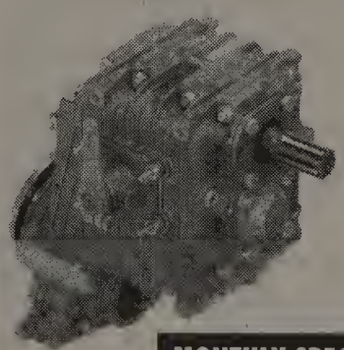
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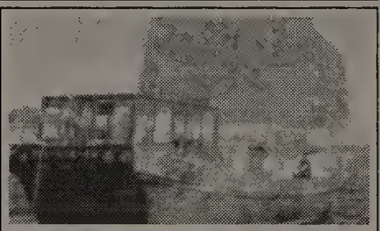
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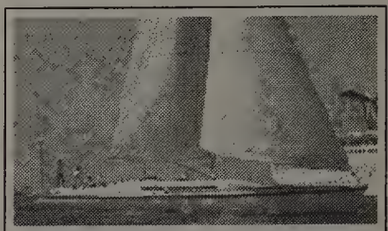


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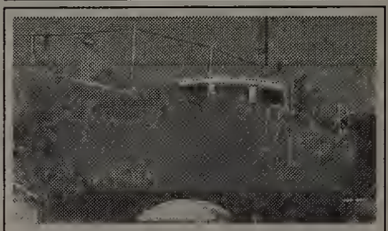


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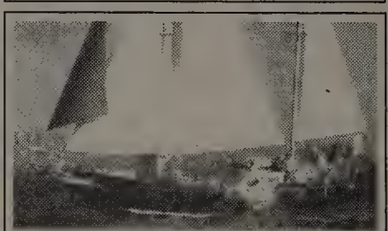
55-FT LOA STAYSAIL KETCH, 1976. Diesel. Hartog design. Strong, professionally built ferro hull. Solid ash, mahogany and teak interior with 4 cabins and amenities. Dry, center cockpit design. Gear includes radar, dinghies, autopilot, depthfinder, VHF, anchors, sails and much more. SF slip available. Sailed to Tahiti and Mexico. Recently surveyed and insured. Ready to cruise and liveaboard. A bargain at $70,000. Call (510) 549-1622.



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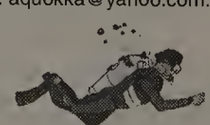


SAMSON 54 FERRO CEMENT SLOOP. New, never been on water. Built new in Half Moon Bay. On gigantic trailer. New 85 hp diesel engine, 200 gals fuel, 150 gals water. Hydraulic steering, windlass. $25,000 or $30,000. See at website: <http://www.yachtsinmotion.net/Ray's-Yard/Ray'sYard.htm> For more information call (650) 224-1462.



FORMOSA 51 KETCH, 1981. Black fiberglass hull, teak decks and trim, Sitka spruce spars, roller furling boomless main, staysail, 80 hp diesel, much more. TransPac vet. Beautifully maintained, set up to singlehand. In Santa Cruz, CA. $139.500. Call Ted (650) 326-1430.

MORGAN 51 OUT ISLAND, 1975. Auxiliary ketch with dodger. Jib furler, huge master aft with bath/shower. Guest cabin with head/shower. Beautiful spacious salon. Great liveaboard/cruiser, Newport fireplace. Perkins 85 hp diesel. Onan 12.5kw, SSB, GPS, autopilot, Heart inverter. Refrigeration, separate icemaker. Z131 Zodiac, 15 hp, davits. Many extras. SF slip available. $115,000/obo. (415) 837-1454 or email: aquokka@yahoo.com.



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CLASSICS

HERRESHOFF 28 CLASSIC KETCH, 1962. Full boat cover, Atomic 4 engine newly rebuilt, Autohelm, roller furling, VHF radio. Professionally maintained. Beautiful wooden classic. Price reduction to $18,000/obo. Call (510) 793-7489 (eves) or (510) 410-5688 (days).

30-FT FRIENDSHIP SLOOP, 1970. *Crony.* John Alden design, Marconi rig, self-tending staysail, furling jib, roomy cabin, wood stove, hand carved details. Character. Needs engine. See website: <www.clazie.com/crony> $10,000. Email: ian@clazie.com.

1957 CHRIS CRAFT 19 CAPRI with trailer. Includes bimini, chrome fittings, original Hercules flat-head six, ran prestorage. Stripped, sanded and stored in Oakland for 10 years. All the pieces are included, but some assembly required. Waiting for TLC to restore her original beauty. $9,500/obo. Call Beth or Jim at (510) 523-6666 for appointment to view.

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H-28, ORIGINAL CLASSIC WOODIE KETCH. $25k++ spent, new Yanmar diesel, standing and running rig, ribs, fastenings, new interior, etc. Sausalito Pelican Berth. $16,000 to right person. (415) 717-6374 or email: synjyn@aol.com.

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CORSAIR 24 Mk II, 2002. All new Calvert sails, spin control kit, high-tech rigging, compass, cushions, AMA hatches, trailer, 5 hp Nissan. Located in the Bay Area. See at website: <www.offthewind.com> Mike (970) 379-1466 or (970) 945-7999.

27-FT STILETTO CATAMARAN. Very good condition. New main sail, rigging. New 4-stroke outboard. $8,500/obo. Mike (925) 336-0280.



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HEAVENLY TWINS 27 CATAMARAN. A proven open ocean cruising catamaran. Great liveaboard. Equipment too numerous to list here. Please send me an email and I will respond with a complete inventory list of equipment. Located San Diego. $49,000. Email: gc1752@yahoo.com.

SEARUNNER 40, SAIL #126. Launched Aug. 2001. Seven sails, 27 hp diesel. Many pictures and history at website: <www.sergeantlewis.com> $92,000. Documented. Located Portland, OR. Email: <davet@rodgersmarine.com>



ADMIRAL 47 CRUISING CAT, 1996. Four staterooms with heads. Galley up, panoramic view, 8kw generator, wind generators. Separate freezer, watermaker, washer/dryer. Full electronics including sat phone, large tankage, etc. $235,000. Please call (415) 383-8122 or email: wemard@edptlaw.com.

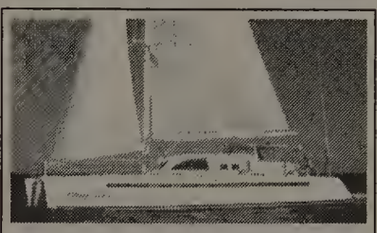
CATAMARAN. 60-ft LOA, 40-ft beam, 20 x 40-ft diamond plate deck. 3,500 lbs, 2'6" freeboard. Two 150 hp Evinrudes, 14 knots. Disassembles into 24 pieces. Hulls 5086 aluminum, crossbeams 6061 aluminum. See at: <http://barlow.mansir.net> $40,000. Call Ed (415) 302-0129.

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21-FT HOBIE CAT SPORT CRUISER 1994. Very little use, like new. Galvanized trailer. $7,900. Call (530) 310-1592.

CATANA 411, 1995. Rare, never chartered catamaran available in US. Loaded for cruising. SSB, radar, chartplotter, twin Autohelms. NL generator, solar, wind generator, twin Yanmars, liferaft, EPIRB, much more. Fast, safe, comfortable. Excellent condition. See at website: <www.catana411.com> $265,000. Call (949) 463-8287.

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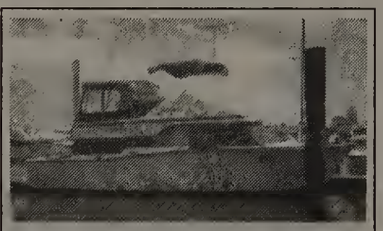
33-FT FAIRHAVEN. Good condition. Woodburning stove. Lots of room, 2 decks, needs engine. Previous engine was Crown Chrysler. Must sell. $7,000/obo. (415) 250-0011 or trigpa@aol.com.



37-FT HERSHINE TRI-CABIN TRAWLER. Well-loved vessel. 2 cabins, 2 heads, 2 VHFs. Single Lehman, 1,300 hours. Raytheon radar chartplotter autopilot, repeated on bridge. Garmin GPS, fishfinder, hailer, full canvas, dinghy, more. $79,000. Priced for quick sale. (831) 422-7608.

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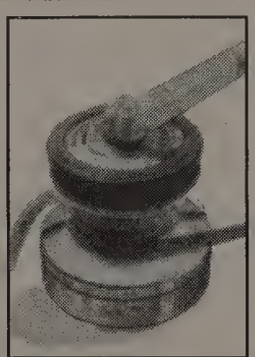
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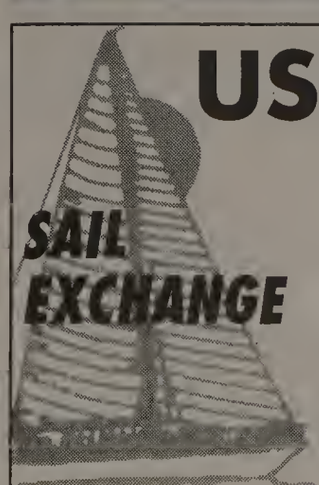
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SILVERTON 40, 1984. Lots of liveaboard space, liveaboard berth available in RWC. Twin screw, easy to maneuver, two 350 Crusader marine engines, 310 gal tanks. Onan genset generator, full canvas covers back deck and flying bridge, two steering stations. New hot water heater, anchor windlass, 2 anchors, VHF, Loran, swim platform, Norcold electric fridge, electric 3-burner stove with oven, aft cabin with walk-around bed, forward V-berth, 2 heads with showers. $75,000/obo. Call Bob (415) 716-0767.



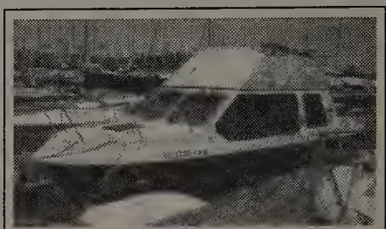
DEAL OF THE YEAR 1951 Stephens 34 sedan cruiser. Price reduced for immediate sale. First $7,000 takes this great classic boat. Berth available at $125/mo, Delta. (925) 934-3211 or (925) 899-4538.



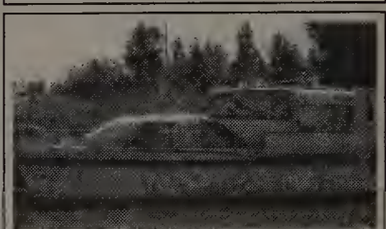
CHUNG HWA 41 TRAWLER, 1979. Flying bridge with bimini, Lehman 120 Ford diesel engine, dual steering station, autopilot. Twin Dickson stern thrusters make her simple to maneuver. Onan diesel generator, 4 fuel tanks, anchor windlass, swim platform, dinghy davits. Two cabins: aft cabin with walk-around bed and forward cabin with two bunks. Beautiful wood throughout with carved wood doors. Two marine heads, one with shower, one with shower/bath. Norcold electric fridge, electric 3-burner stove with oven. Liveaboard berth available in RWC. $75,000. Call Bob (415) 716-0767.

36-FOOT RIVERQUEEN. Roomy with lots of potential, live aboard or just have fun. Dual Ford inboard gas engines, galley, private head. Berthed in the Delta. $5,500/obo. Jim (209) 786-6003.

RICHARDSON 40 WOODY, 1958. Flybridge, Sportfisher-look, nice lines. Twins, 1 apart, 1 ok. Great project, tight hull, needs transom work, nice interior. Hot water, huge shower, LectraSan. SSF. $3,500/obo. No trades. Please call (650) 743-6967 (eves or lv msg).

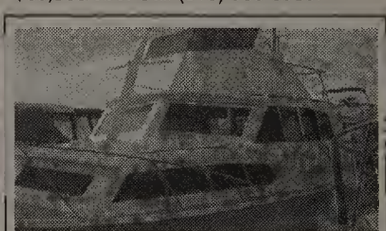


26-FT REINELL FLYBRIDGE cabin cruiser. Nice liveaboard or project boat. Sausalito berth with great views of SF and Mt. Tamalpais. Good condition, new carpet and paint. Twin Volvo engines need work. Moving forces sale. Reduced to $3,500/obo or trade for trailerable sailboat. Please call (415) 706-2563.



37-FT CHRIS CRAFT CONNIE, 1963. Tri-cabin, 270 hp Crusader GM gas V8s. 600 hours on motors. Fully enclosed Delta canvas. Bottom paint and survey March 2004. Same owner last 12 years. $35,000/obo. Call (209) 652-6636.

SANTA BARBARA 40, 1967. Trawler. Excellent condition. Great liveaboard. $68,500/obo. Call (510) 908-3939.



PACEMAKER 36, 1966. Newly rebuilt twin 350 Mercs, in excellent mechanical and structural condition, needs exterior paint and minor attention within the cabin. One head, shower, electric stove and refrigerator, Kohler generator. Must sell. Asking $20,000 but all reasonable offers will be considered. Berthed in Oakland at Union Point Basin Marina. Full photo pictorial at <http://hiatus.pascone.com> Call Alan (415) 845-7018.



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CATALINA 36, PIER 39. Very well-maintained. One-fifth ownership. I'm leaving Bay Area after many happy years with this great bunch of guys. Sailing experience preferred. $13,000. Call Richard (949) 262-7723 (ofc) or (949) 300-6997 (cell).

ANTRIM 27 / ULTIMATE 27, USA 22. 50% partnership wanted. Well-maintained and raced. All the extras, many sails. Berthed in water at SF Cityfront. Call Jody (415) 812-4060.

HUNTER 320, 2001. Partnership available starting at $350 per month. Equity or non-equity positions. Must have sailing credentials. Located in Alameda. (408) 482-2778 or email: arminm@yahoo.com.

BENETEAU B393, 2002. Downtown Sausalito berth. Beautiful Bay/offshore cruiser with 3 cabins, full amenities and gear. Sails like a dream. Flexible time-share starting at $375 per month plus security deposit. Greg (415) 331-4900 (ofc) or (415) 332-4401 (hm).

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ERICSON 32. Excellent condition, well-maintained, new diesel engine, full keel. Excellent slip in Sausalito. All papers. Sacrifice for $6,900 for 1/4 ownership. Email: jhbmd@pacbell.net.

ISLANDER 33 SLOOP for rent, month to month, $175. Top condition, with dinghy, outboard and kayak. At Loch Lomond Harbor, San Rafael. Experienced sailors desired. Call (415) 883-6564.

CATALINA CAPRI 30. Sausalito berth. New sails and rigging 2003. Large cockpit, mechanically simple. Unlimited sailing for $200/mo plus deposit or equity share for $2,500 and share maintenance costs. Photos at <www.shutterfly.com/pro/lance/aggressor> Call Lance (650) 703-3997 or Lancetd@netscape.net.

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TRADE



48-FT YAWL IN 100% CONDITION. Fully equipped. Will sell for $190,000 or trade for property. Located Mazatlan, Mexico. Call Ron Wood for info (949) 645-0393.

TRADE BERTHS. Looking to trade my 40' Emery Cove Marina berth for the summer with someone who has a 36' to 40' berth in Monterey. Call Robert (925) 314-1470.

WANTED

PACIFIC ENVIRONMENTAL EDUCATION Center seeks donation of 40 to 60-ft sailboat to be used as a floating classroom/research vessel. Must be seaworthy. To be used locally and in Mexico. Donation is fully tax deductible. Call (707) 961-1059.

***TOREA*, CF3754HF.** Searching for this Tahiti ketch. I owned her in 1993 and I want to own her again. Does anyone know where she is and her present owner? If so, please call Boris (808) 292-3870 or email: capbode@hawaii.rr.com.

HOBIE CAT 18 OR 18SX with trailer, in good or better condition. Also interested in spinnaker and beach wheels for same. Call Bruce (707) 479-2473.

TRAILER TO HAUL A CORONADO 25. Would also like advice from someone who has towed this type of boat. Call Karl (510) 521-9590.

SAILING DINGHY in newer condition. Willing to trade for a 2003 Vespa ET4 scooter, 150cc with just over 1,000 miles and many accessories. All offers considered. Please call (510) 769-4833 or email: sydestiny@juno.com.

HARKEN COACHROOF TRAVELER in good condition for mid-boom sheeting of a 300+ sq ft sail. Call Rick (530) 752-7409.

TRAILERS

TRIPLE-AXLE HEAVY DUTY TRAILER. Custom built for sailboats to 20,000 lbs+. New electric brakes on all 3 axles. Breakaway battery. New wiring and lights. Blasted / epoxy painted. Adjustable padded supports. $3,000/obo. Please call (619) 307-1643.

SAILBOAT TRAILER. Fixed bunks, extendable tongue, single-axle. Good tires. Was used for Cal 2-24, 3,600 lbs. Registered, clean title. Lying Novato. $1,200 cash or trade. Call (415) 898-1436.

USED GEAR

WESTERBEKE 3 CYL DIESEL MOTOR. Age approx. 1992, 200 hours. Removed from 7.7 kw genset. Excellent condition except no starter motor, alternator or generator. Located in SoCal, San Fernando Valley. $1,400. Call (818) 781-2111.

CRUISING SPINNAKER for standard rig Catalina 30. Used twice, includes sock and sheets. Also,135% roller furled genoa for same boat. $1,000 for either or $1,800 for both. Make offer. Both in excellent condition. Call (831) 335-4988.

2 HP 4-CYCLE HONDA outboard motor. Like new. Not used much. $400/obo. Call Mark (925) 944-1471.

HEADSAIL FOR 40+ FT SAILBOAT. Luff 50-ft x Foot 18'3" x Leech 46'11". Furling sail with suncover. Very good condition. $500. Call Rich (650) 363-1390. Also Merit 25 150% genoas, $2-300. 7 available.

SAYE'S RIG WINDVANE STEERING. Like new. $1,500/obo. Long Beach. Call (360) 301-4512.

CRUISING GEAR FROM 41' KETCH. Foresails, 2 anchors, 3/4 awning, charts, hand-held GPS and much more. Call for details (707) 539-9259.

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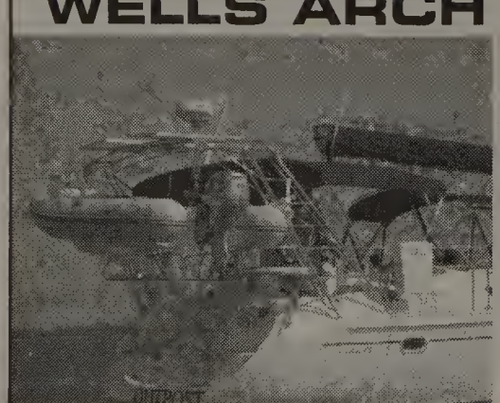
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NEW EQUIPMENT: Simpson-Lawrence 555 Sea Tiger with bronze gypsy to fit 300' of 3/8" high tensile chain. $2,000 for all. LaVac Zenith with porcelain bowl and spares kit. $500. Receipts. (530) 496-3379.

VOLVO MD11C, MD2B PART ENGINES. MD11C is apart but complete. MD2B is assembled on my boat, not running. I'm going to pull it out. Call for details. Everything as is. Call Mark (650) 219-5838.

TWO 80 HP FORD LEHMANS. One with 150 original hours, Paragon transmission, Bowman heat exchanger. Second needs rebuild, has Borg-Warner transmission and Bowman heat exchanger. Many spares. $4,000 takes everything. Will consider parting out. Moss Landing. Call Todd (510) 414-3138.

USED CRUISING SPINNAKER. Luff= 55.60', Foot=33.50', Leech=51.10'. 1.5 Nylon, chute scoop dousing sleeve, $1,200. Robin (415) 332-4104.

REPOWERING? I have a Perkins 4-108 with transmission. This is a fine engine. $2,500/obo. Let's talk. (510) 533-9106.

TWO VOLVO MD-17C 3-CYL 36 HP diesel engines. One in boat running strong. Other is available as spare. Many other spare parts, pumps, gaskets, rebuilt injectors, etc. See in boat running now. Repowering for extended cruise. $2,200/obo. Call Randy (650) 520-5850 or email: captleasure@yahoo.com.

LIKE NEW VOLVO 3 CYLINDER 20/30 diesel engine, less than 200 hours. Bad valve. In shop now, will be ready to go. Transmission not included, not a saildrive. For re-done, like-new engine, zero hours. $7,500. (209) 772-9695 (lv msg) or email: Infrared-Ray@webtv.net.

OFFSHORE GEAR. SGC 2000 SSB radiotelephone with remote and tuner, upgraded by mfgr in 2002, $1,500. Storm jib, from C&C 36, I=47.5, J=15, P=41.54, E=11.67, $350. Storm trysail, $450. 2 ATN spinnaker socks, 45', $200 and 47', $275. Spinnaker fence and bag, #6 luff tape, 46', $150. Forespar spinnaker pole, 3.5' dia., dip pole = 15', with toggle car, $1,300. 6-person Plastimo liferaft, inspected 2002, $1,200. 406 MHz EPIRB, needs battery, $200. Offshore medical kit, Trans-Ocean Pak with dental kit, orig $1,000, asking $700. Emergency rudder, $100. MOB pole and light, $100. Please call Mike (408) 979-0346.

LIGHTHOUSE 1501WGS WINDLASS. New, in unopened box. $3,400. Call (415) 596-4884 or cruisincronins@msn.com.

STILL NEW SAILS FOR CAL 25. Jib, 70%, 7 oz., Dacron, $400. 155%, 4.5 oz., Dacron, $750. Spinnaker, 3/4 oz, nylon, $925. All by Pineapple. Patti (510) 526-7707 or email: patti_brennan@mindspring.com.

ATOMIC 4 REPLACEMENTS. 3, all diesel. All complete runners. MD-1 Volvo, $900. MD-2 Volvo, $1,200. 36 hp Bowman, $1,600. 50 hp Starrett-Isuzu diesel, $1,800. Marine washer/dryer, works, $150. All can be installed for $$. All proceeds benefit my cruising Brewer. Call (415) 272-5776.

MOVING SALE, SWAPMEET PRICES. Avon Rover, two 15 hp outboards, watermaker, Ham/SSB, paraanchor, instant waterheater, Honda generator, Constellation compass, anchors, BBQ, Fujinons, headsails, Nightscope, pulpit, swim ladder, bimini/dodger frames, chartguides, books, instruments, fittings, clock, barometer, neat stuff. Call (415) 497-3731 or bradlow00@aol.com.

DIESEL, SAILS, RACING PROPELLER. Engine is 6-cyl Pathfinder, 85 hp, 540 lbs, Hurth tranny, runs great, but repowering with lightweight for racing, hurry and hear it run in the boat, $3,000. North Sails 1/2 oz. dazy drifter from N/M 68, luff tape, plus wire luff to fly free, 69' x 21', $500. Furling Dacron genoa with UV cover, 39' x 16', $500. North Sails Dacron hank-on, 35' x 20', like new, $500. Martec Eliptec 2-blade folding racing prop, 1" RH, 16" dia, 13" pitch, as new, used only one race, $400. (925) 787-6893.

SCHOONER LUG RIG. Complete with tapered aluminum masts, full batten tanbark dacs, very good condition, 700 sq ft. Two new stormsails. See in boat. $2,800/firm.18 hp Sabb diesel. Variable pitch prop, valve job, injectors, rings, solenoid, spare prop and shaft, hand and electric start. Won't start for me. $1,950/firm. Monitor windvane, $875/firm. (415) 706-6962.

MISCELLANEOUS

SAILBOAT MOLDS. Start your own line of sailboats. Newport 30 III, Newport 33, Bill Garden Gulf 32, Ron Holland 33 and 36 (12-ft beam), Laurie Davidson 44 (13'10" beam). Make offer for all or each plus freight charges. All offers to be decided May 25, 2004. Call (888) 650-1212, or (562) 493-4946 or (310) 780-3883.

EMERGENCY RUDDER FOR 35+ FT BOAT. Satisfies rules for Pac Cup, Vic-Maui. Beefy, large, fiberglass-and-foam blade, plus semi-beefy plywood cassette. Reinforce the cassette, install transom mounts and this rudder can steer your 50-footer. $135. Call Alan (650) 299-1850 or email: ahebert@california.com.

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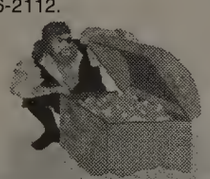
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SINGLE SAILORS ASSOCIATION welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round. Monthly meetings at Ballena Bay Yacht Club in Alameda. Member PICYA. Visit our website at <www.sail-ssa.org> (510) 273-9763.

CLUB NAUTIQUE PASSAGE MAKING membership. Great training and charter rates. $2,500. Also, looking to swap time in our lovely Swiss Alps chalet (sleeps 6) for equal charter time in your cruise sailboat anywhere, preferably bareboat. Call (650) 766-2112.



NON-PROFIT

OPEN HOUSE, SATURDAY APRIL 17. Sailing Education Adventures is a non-profit sailing school that offers the most affordable and fun way for adults and youth to learn to sail in the Bay Area. Sign up today. Website: <www.sailSEA.org> Please call (415) 775-8779 or email: info@sailSEA.org.

PACIFIC ENVIRONMENTAL EDUCATION Center seeks donation of 40 to 60-ft sailboat to be used as a floating classroom/research vessel. Must be seaworthy. To be used locally and in Mexico. Donation is fully tax deductible. Call (707) 961-1059.

MARIN POWER & SAIL SQUADRON promotes high standards of navigation and seamanship, offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Come join us. Call Pete (415) 883-3652.

RICHMOND YC FOUNDATION has donated sail and power boats for sale to raise funds to support Bay Area sailors. Go to <www.Richmondyc.org> and click on Foundation. Inventory changes frequently. Call (510) 331-7899 or (510) 233-1286.

PROPERTY SALE/RENT

WATERFRONT FOR SALE. Near Oriental, NC, ICW and Pamlico Sound. Spectacular deepwater mini-estate on 2-acre point in Ball Creek. (35°9.2' x 76°38.3'; NOAA 11548.) Custom everything house, carriage house/shop, 124-ft private pier, 377-ft rip-rapped shoreline. FSBO $599,000. Call (252) 745-5045. See <www.towndock.net/ballcreekhouse>

MAINE COAST COTTAGE FOR RENT. Summer cottage on quiet cove with sunset views over Casco Bay available for several weeks, summer 2004. $2,000/week. Built in 1910, 5 bedrooms, 2 baths, new kitchen, lots of privacy in idyllic setting. Tennis court available, dinghy, private waterfront, an hour from Portland airport. Call (207) 833-7710.

WORKSHOP, CONTAINERIZED STORAGE and/or yard space adjacent to active boatyard. Great for marine equipment, personal project boat, marine repair business or ??? Marin location with haulout, crane, restaurants, marine supply, hardware, etc. Excellent infrastructure creates excellent opportunities. (415) 331-6333 or (225) 717-2097.

LIVE THE LIFE. Beautiful waterfront Alameda Marina Village townhome for lease. Walk to your boat. Incredible marina, estuary, and mountain views. Garage, washer, dryer, new paint and carpet. $2,000 per month. Call Karen (510) 814-4806.

OZARKS RETREAT. 115 acres, 3,000-sq ft cedar log home, 1/2-mile clear water frontage, 2 miles downstream Norfork Lake. Canoe, ride horses, fish, hunt. Totally private unique property. Will consider cruising yacht as partial payment. Price reduced. Only $495,000. See website: <www.logdreamestate.com> Email: capntomzap@hotmail.

SPRING BREAK BY THE BAY. Tiburon condo available April 10 - 17. 2 bdrms/1 bath. Queen in master, loft bed in kid's room. Close to sailing and other bayside recreation, SF, wine country, beaches, bike path. Washer/dryer in unit plus the usual amenities, kid-friendly, quiet, nice, convenient neighborhood. Renovated kitchen and bath. $595/week. Chris (415) 383-8200 x103 or chris@latitude38.com.

STINSON BEACH HOUSE for rent. A great place to plan your next sailing vacation. On Seadrift Lagoon, 1 minute walk to beach. 2 bedrooms, family room, 2 baths. Sleeps 8. Modern architecture with lots of glass. Deck on Lagoon with kayak and canoe. Beautiful gardens with hot tub. Tennis available. $2,500/week, $875/weekend. Call (415) 435-1163 or email: spintex505@yahoo.com.



BERTHS & SLIPS

SF PIER 39. Downtown, view of Bay. Two 36-ft slips, C24 and C26. Asking $24,000/each/obo. Rare 45-ft slip, E33, $48,000/obo. Showers, security, great location for rental or racing. Call (775) 813-4764.

PIER 39, DOCK D13. 40-ft dock for quick sale. Call Ronald (213) 622-5033 (days) or (818) 591-0686 (eves).

PIER 39 SLIP FOR SALE. 36-foot. East side of Pier, away from seals. Great location. $12,000/obo. Absolutely no financing available. Scott (858) 414-7345.

S.F. PIER 39, 50 FOOT SLIP, F13. Sheltered, near Marina office and facilities. $50,000/obo. Call (650) 851-8507.

SUMMER LIVEABOARD MOORAGE needed for a 42' insured, fiberglass sailboat from June through August. If you have a slip that will be vacant and want to recoup the cost, call Steve (208) 788-8426 or email: fairwind@coxinternet.com.

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50-FT BERTH SUBLEASE. Jack London Square. Sublease May - July. Call (209) 223-0315 (days) or (209) 286-1782 (eves).

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SAUSALITO BERTH. 30 to 54-ft boat. Reasonable rent. Power and water. Close to parking. Special deal for boat being sold. Call (415) 331-5251.

PIER 39, 40-FT SLIP for sale. $30,000/obo. End of dock with great view. (305) 797-5438 or mkbarney@earthlink.net.

CREW

SAILING PARTNER & SOULMATE wanted. Duration of voyage as long as it is fun. Requirements: love of the sea and life, good food and music. No princesses need apply. Joe (310) 823-6609.

SOUTH PACIFIC CREW NEEDED. New Swan 56, Galapagos to Marquesas, some shared costs, departure April or May. Non-smokers and social drinkers only. Check the website and send email with photo: scott@svApsara.com.

SAIL THE MED WITH ME in a Nor'Sea 27 with 2 cabins. Between May and September. Lease or purchase an option. Reply by email: eglenn9376@hotmail.com with questions and your phone number.

SOUTH PACIFIC CREW NEEDED for new Swan 56. May 1: Panama to Galapagos. Mid-May: Galapagos to Marquesas. Experienced ocean sailors only. You pay your airfare in and out. Shared food expenses. Interested? First, price your airfare, see TAME for Galapagos, Air Tahiti for Marquesas. Then, send text-only email to apsara@uuplus.com. See also <www.svapsara.com> for more details.

SAILING TO MEXICO, OCTOBER 2004. Looking for female crew. Will cruise mainland and Sea next winter and spring. Do all, part, or parts of the trip. No experience necessary. I'll be doing local, short, offshore cruises this season. (831) 429-8969 or email: bikuna510@yahoo.com.

ONCE MORE INTO THE BREACH. I need help fixing my 34-ft Columbia so we can sail on the Bay on Sundays. Please be 63-69, 6', svelte, in 408 area code. Smoker OK, we'll quit together. Sense of humor mandatory. Call (408) 777-8834.

JOB OPPORTUNITIES

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PROFESSIONAL SAIL & TRAWLER instructors. If you have well-rounded sailing or power boating skills, can communicate effectively and want to pass on your passion for the sport, you will want to instruct for Club Nautique. We have the newest and largest fleet on the Bay, and we offer three locations. Our comprehensive programs include all US Sailing courses from Basic Keelboat to Offshore Passage Making, and trawler classes from Basic to Coastal Passage Making. Extracurricular courses focus on spinnaker handling, racing, crew overboard and more. Steve: SEasterbrook@ClubNautique.net.

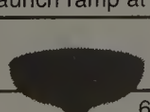
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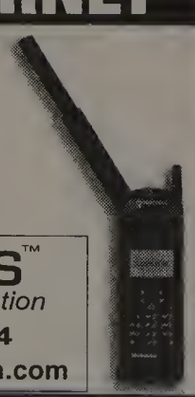
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SAILING MASTER needed to oversee our successful, well-established sailing program. Considerable experience skippering vessels of 30-50 feet. ASA instructor certification and USCG Captain's license preferred. Pay commensurate with skills and experience. Please fax resumé to (415) 543-7405 or call Drew (415) 543-7333.

ATTENTION BOATBUILDERS: Tired of building boats? Kreysler & Associates is hiring hands-on project supervisors for innovative architectural, sculptural, and structural composite projects. Visit our website at <www.kreysler.com> to find out more about this exciting and challenging position. Kreysler & Associates, 501 Green Island Road, American Canyon, CA 94503.

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DEPUTY HARBORMASTER A, San Mateo County Harbor District. Applications are being accepted to update the certified list for Deputy Harbor Master A at Pillar Point Harbor and Oyster Point Marina/Park. Duties: Maintain District facilities, assist boaters and facility users, code enforcement, search/rescue. Starting salary range $19.14 to $21.10 per hour. Excellent benefits. Application packet available at District Office, One Johnson Pier, El Granada or by phone (650) 726-4723 or email: Fontana@smharbor.com. District applications must be submitted by April 19, 2004 at 9:00 a.m.

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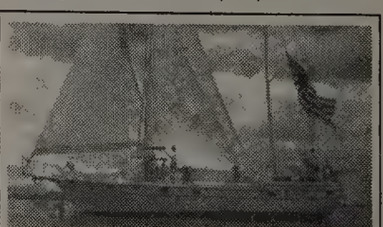
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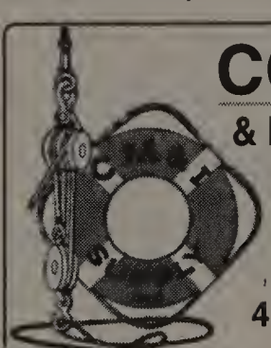
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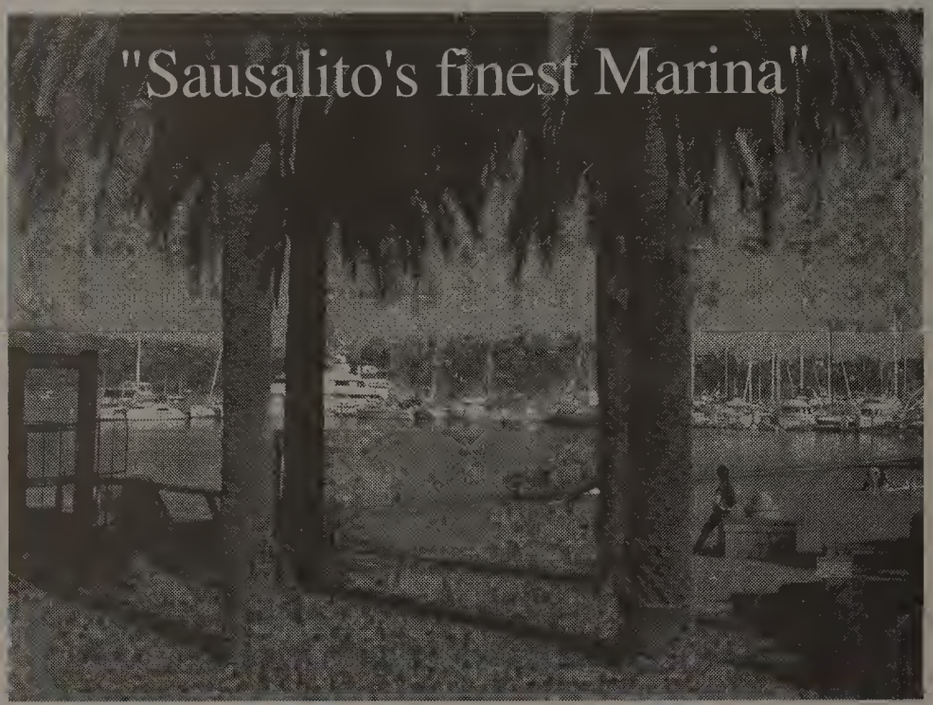
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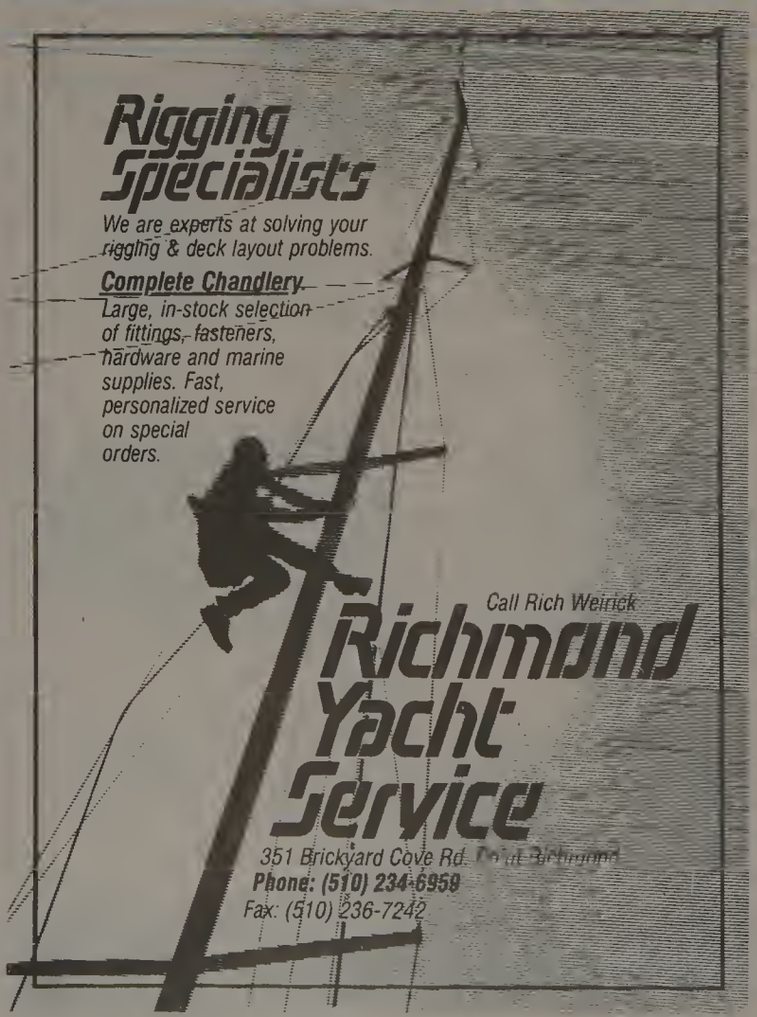
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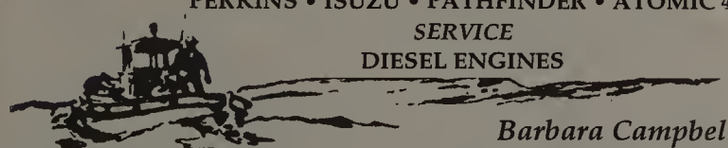
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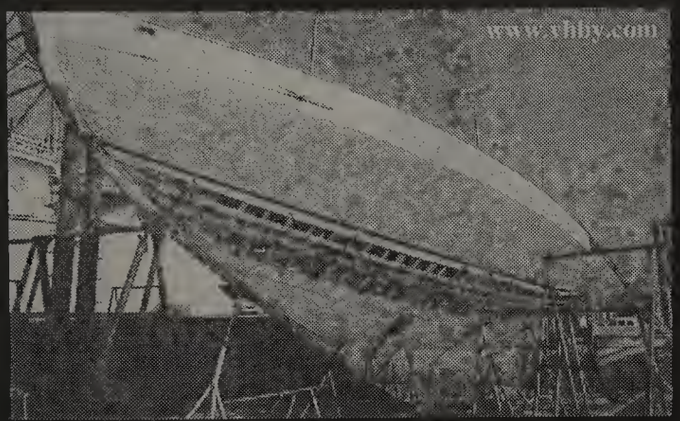
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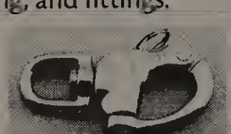
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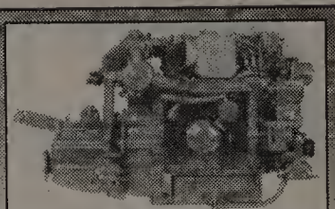
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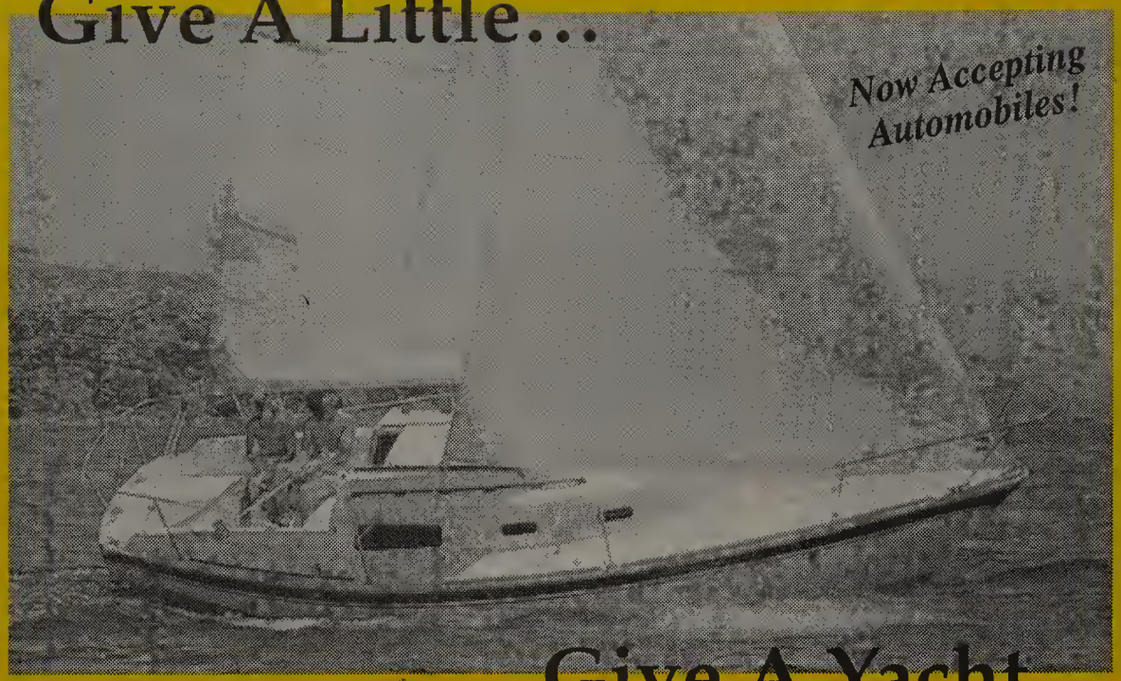


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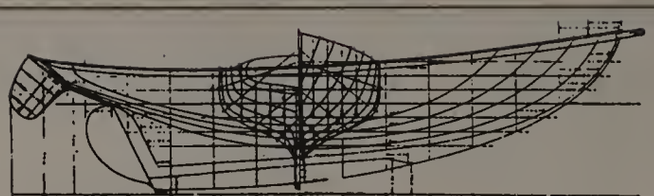
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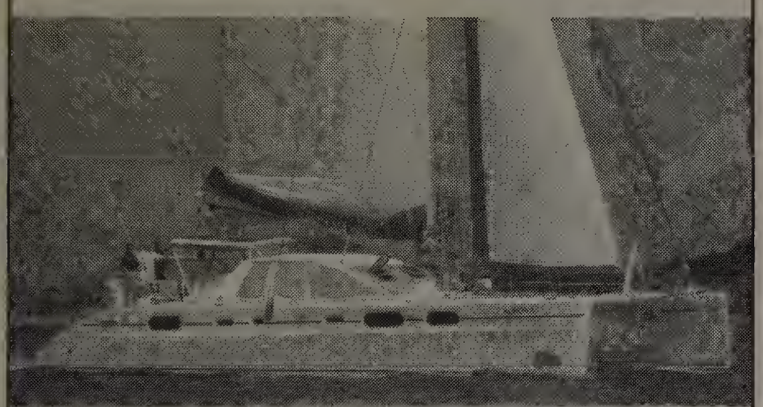
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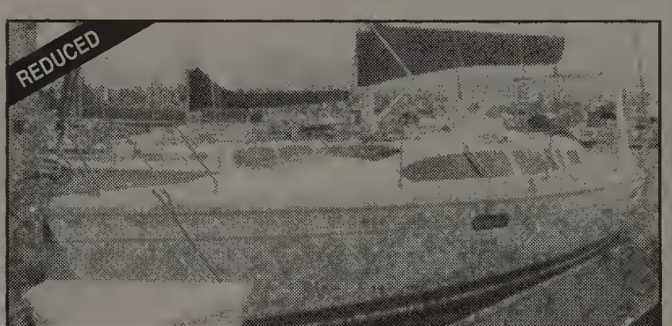
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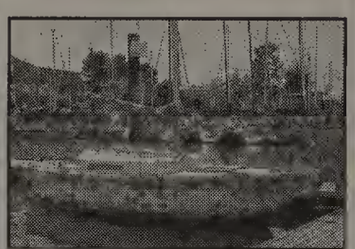
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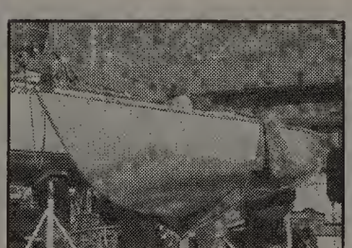
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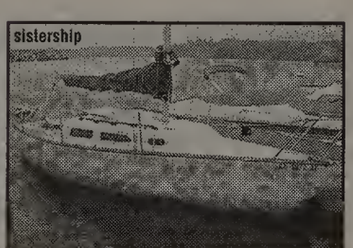
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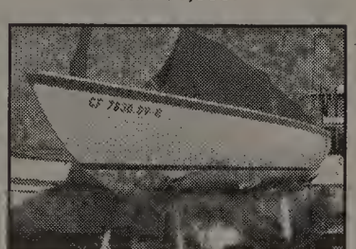
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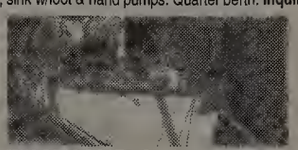
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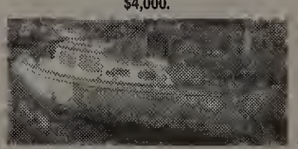
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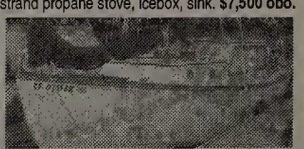
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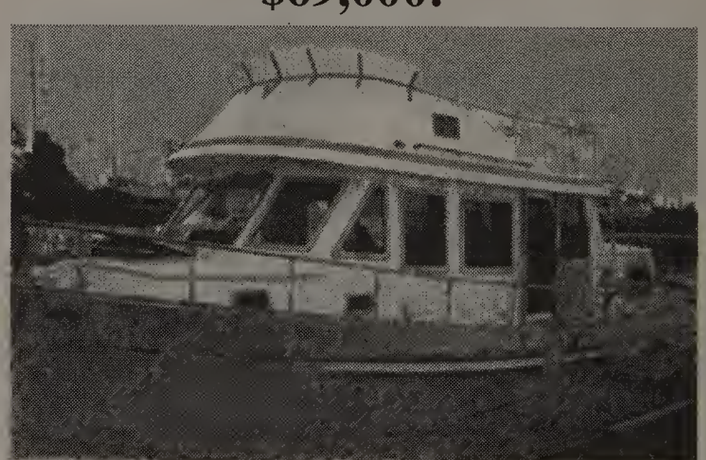


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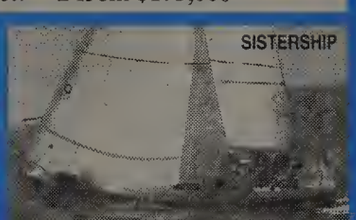
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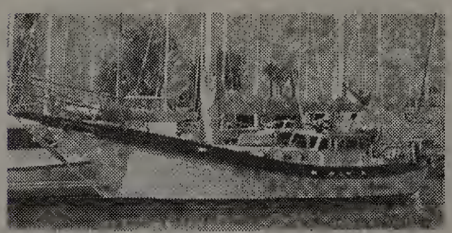
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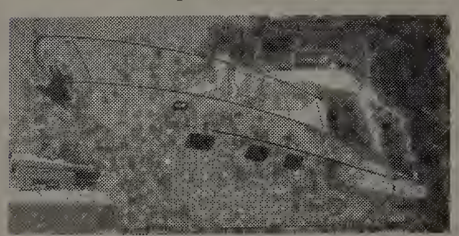
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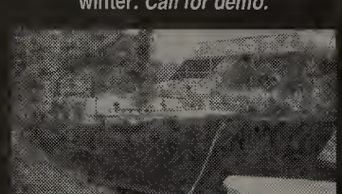
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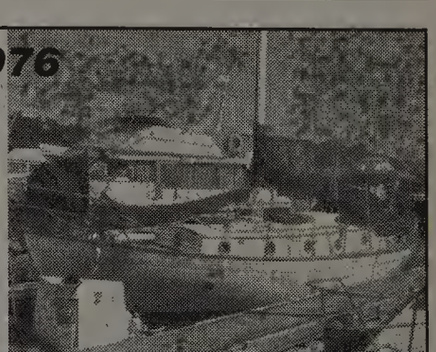
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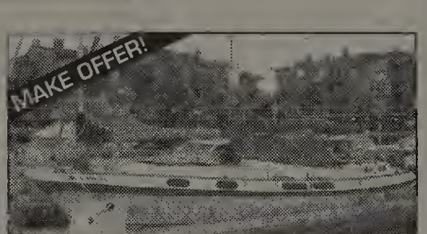
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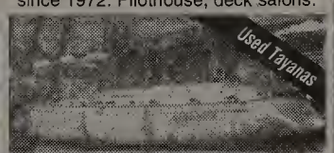
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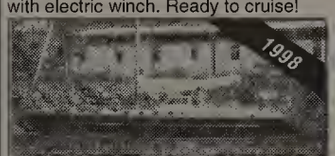
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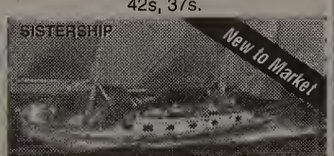
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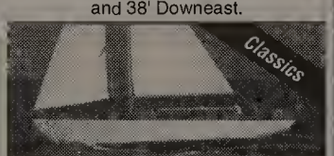
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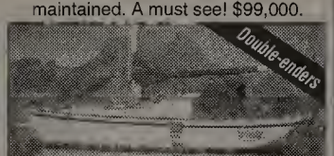
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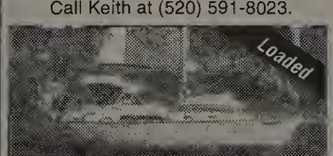
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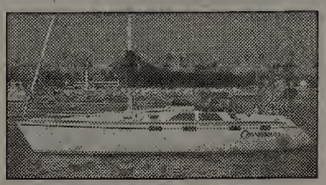
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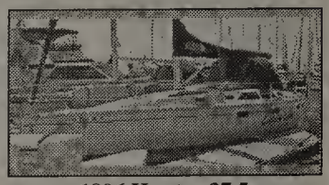
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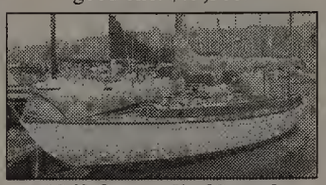
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1996 Hunter 37.5
Aft cockpit with an aft cabin. Roomy, well equipped. $107,500.



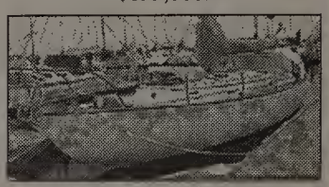
1960 Concordia 39 yawl
Completely rebuilt by Concordia in 1991, a jewel. $120,000.



1986 Hylas 44 center cockpit
Sleek Frers design. Hawaii vet. $199,000.



1972 CT 41 ketch
A good one with glass decks. $69,500.



1957 Alden 40 sloop
Stunningly beautiful. Won this year's McNish Classic. $99,000.

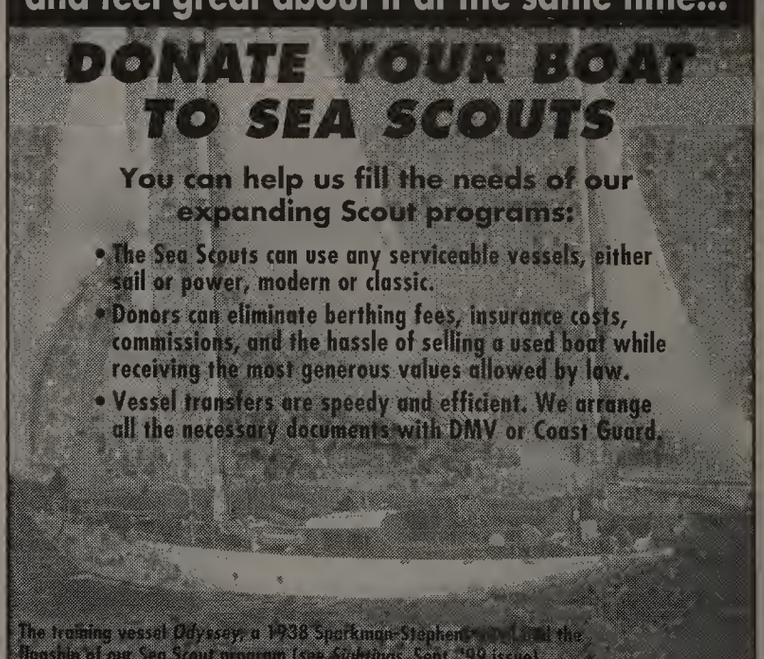
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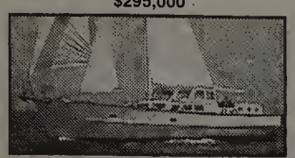
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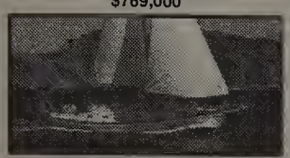
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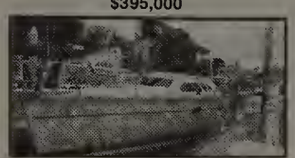
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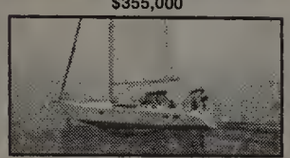

70' ANDREWS TURBO SLED, 1992
$295,000


62' CUSTOM BREWER, 2001
$769,000

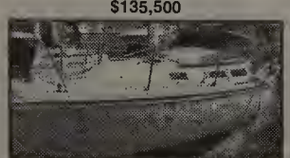

56' LANYARD PILOTHOUSE, 1981
$395,000


45' ISLAND PACKET, 1999
$355,000


42' HUNTER PASSAGE, 1999
$179,000


37' HUNTER 376, 1998
$135,500


30' FORMOSA KETCH, 1981
$34,900


30' CATALINA, 1988
$36,000

51' MASON CTRBD YAWL, '58	$110,000	41' HUNTER 410, '00	$159,000
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43' PETERSON, '79	$66,000	35' HUNTER LEGEND, '87	$51,800
41' MORGAN CLASSIC, '89	$99,000	30' NEWPORT, '80, diesel	$22,000

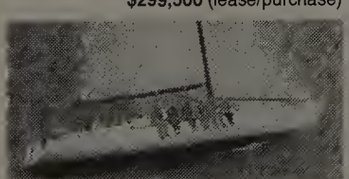
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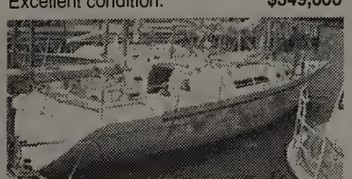
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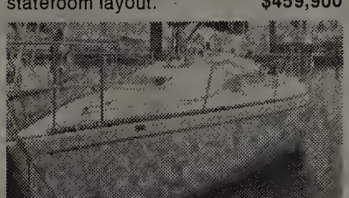
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FRERS 62 by PJ. Aluminum. Very spacious two stateroom, two head interior. Excellent condition. **$349,000**

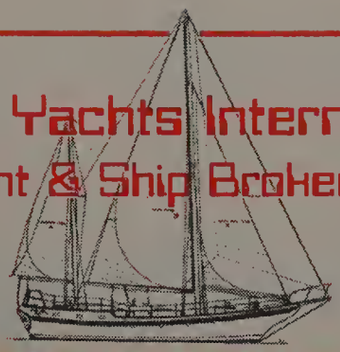

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50' DeVries, steel	$138,000
50' *Jumpin'Jack Flash*	$235,000
50' Cat, rotate mast	$395,000
48' Luffe, R/C	$93,000
40' Catalina 400	$149,500
40' Olson, deep keel	$69,000
40' Bill Lee custom	$59,000
40' Fast 40	$39,950
36' Angleman ketch, fiberglass	$44,500
30' Catalina, '88, SC slip	$29,900

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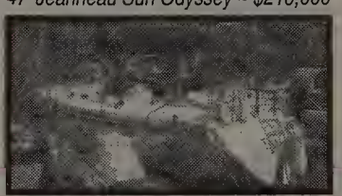


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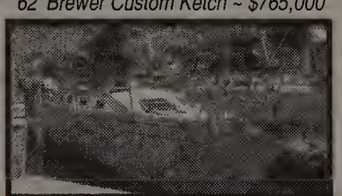

44' Irwin Sloop ~ $109,000


40' Hunter Legend ~ $77,000

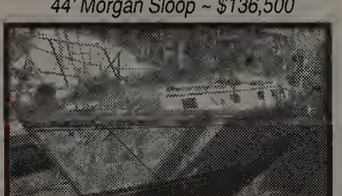
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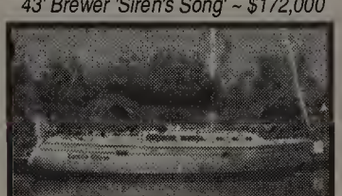

62' Brewer Custom Ketch ~ $765,000


47' Garden Center Cockpit Ketch ~ $99,900


44' Morgan Sloop ~ $136,500


43' Brewer 'Siren's Song' ~ $172,000

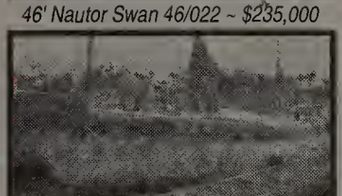

40' Endeavour Sloop ~ $110,000


34' Catalina 34 MkII ~ $120,000

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46' Nautor Swan 46/022 ~ $235,000


43' Spindrift Cutter ~ $129,900


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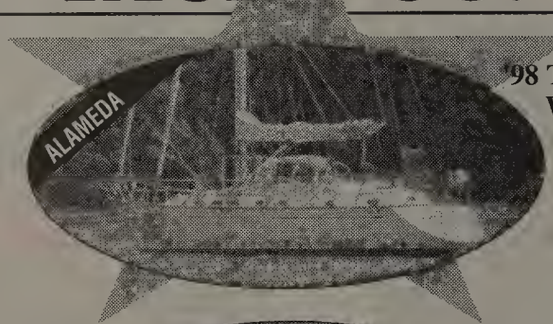
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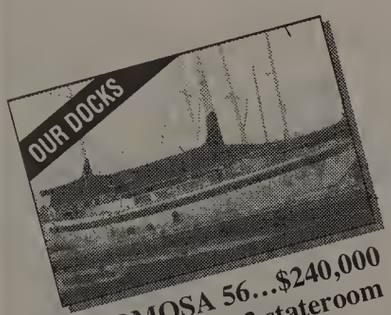
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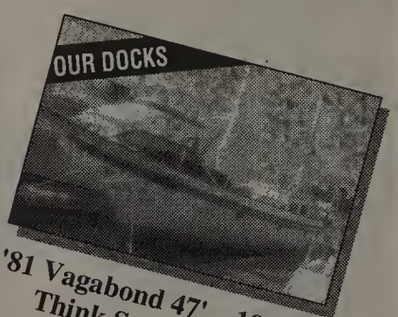
'98 Tayana 48'...$396,000
We gave it our highest rating.
We think you will too!
Price reduced to encourage offers.



FORMOSA 56...$240,000
Comfortable 3 stateroom liveaboard.



Practical Sailor **gave it two thumbs up**
'79 Newport 41'...$69,500



'81 Vagabond 47'...199,900
Think South Pacific.



'75 Columbia 45'...$66,500



'88 Pacific Seacraft 34...$105,000

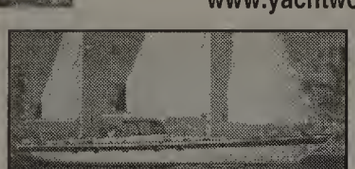


'79 CSY 37 B Model...$59,000

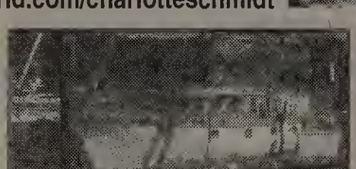
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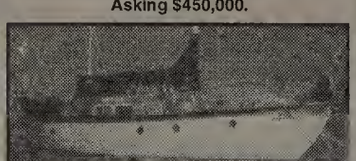
55' JOMAR CUSTOM KETCH, 1997
Exc. living features, strong world cruiser. Gourmet galley, 120 hp Perkins diesel, charger, generator, internal furling sytem. Owner will consider real estate trade. **Asking $359,000.**



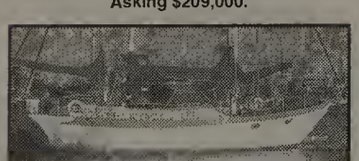
65' ROBERTS CUSTOM PILOTHOUSE, 1990
Four staterooms, dual steering, bow thruster, dodger, gourmet galley, elegant interior, exceptional quality craftsmanship.
Asking $450,000.



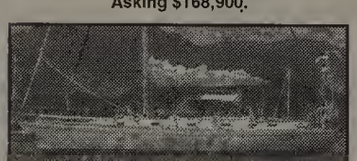
47' VAGABOND KETCH, 1983
Perkins diesel, furling on all sails, genset, Avon RIB, radar, autopilot. Excellent condition and loaded.
Asking $209,000.



43' SPINDRIFT PILOTHOUSE
Ron Amy design, Ford Lehman 80 hp diesel, dual steering, watermaker, autopilot, radar. Excellent family cruiser.
Asking $168,900.



45' HARDIN, 1981
Ketch rigged, 65 hp Ford Lehman dsl. Beautiful, comfortable interior. Radar, GPS, AP, 5 kw generator Call Charlotte. **Asking $120,000.**



44' HYLAS, 1986
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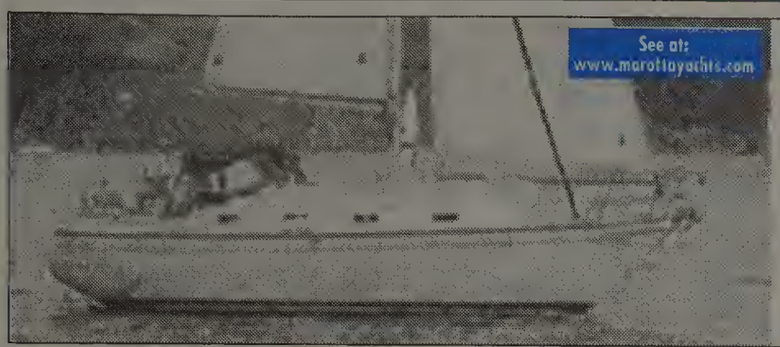
46'	ISLAND TRADER M/S, 1970	$119,000
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41'	TARTAN, 1973	$66,000
38'	PACIFIC, 1977	$49,000
36'	CATALINA, 1990	$68,000
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32' ISLAND PACKET 320 CUTTER, 1999

The 320 is one of the best conceived and executed vessels of this size we've ever seen; she won *Cruising World* magazine's 1998 Boat of the Year award for the best mid-size cruiser, and it's easy to see why. This particular example shows as new.

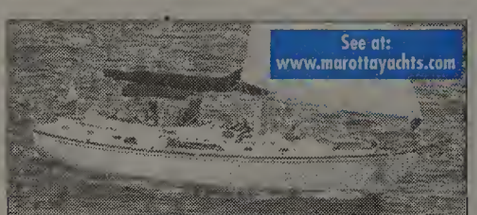
$164,000



40' SABRE 402, 1996 The 402 is a large, comfortable performance cruiser, and this particular example is a rare deep keel version, desirable on the Bay. She's lightly used (only 313 hrs an Yanmar dsl), well equipped (incl. radar, chartplotter, inverter, dodger and Avon w/5 hp Nissan outboard), and competitively priced. **$249,000**



48' C&C, 1973. One of two built, this unique vessel was extensively refit at the factory in '96, including full new interior. She's in better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics incl. Furuno radar, Robertson AP. See to appreciate. **Now $175,000**



43' C&C LANDFALL, 1983
Vessel is in great shape with completely refurbished interior, exterior Awlgripped, barrier-coated bottom, renewed standing rigging, replaced fresh water tanks, new heavy duty dodger, new heavy duty swim platform & new heavy duty dinghy davits. Well equipped. **$139,000**



40' C&C 37+, 1989 Evolved from the race-oriented 37R, the 37+ retains the keel-stepped mast, high lift elliptical keel and extensive use of Kevlar in the hull. She also offers a hand matched and finished teak interior that's well thought out and lovely. This one is well equipped, in great shape, lying in a transferable Sausalito slip. **$124,500**



42' SPARKMAN & STEPHENS-DESIGNED CENTER COCKPIT YAWL, 1967. This lovely yawl designed by S&S was built at the famous DeDood yard in Bremen, Germany, to the highest standards. She's always been well maintained, and with almost $50,000 spent on her over the last 18 months, shows better than new today. **$109,000**



39' BENETEAU, 1989
Two stateroom, deep keel version of Beneteau's most popular models. Vessel has been professionally maintained as part of a local sailing school fleet; she was recently surveyed and given a clean bill of health by one of the Bay Area's most demanding surveyors. **$79,500**



37' TAYANA CUTTER, 1977 These Robert Perry-designed classics can be found literally all over the world. This one has always been home-ported in CA. She's only had three owners since new and shows very, very nicely with all new exterior canvas incl. dodger. All brightwork shines; Perkins 4-108 dsl runs like a top. Transferable Sausalito Yacht Harbor slip. **$79,000**



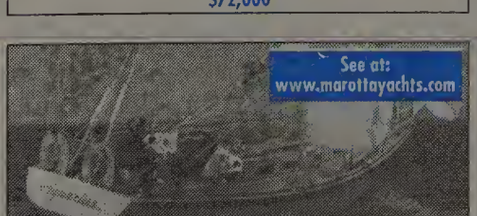
32' HUNTER 320, 2000
The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay.
$72,000



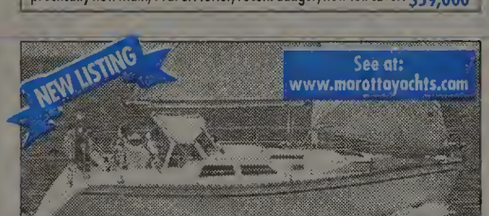
35' CHEOY LEE, 1979 Popular Robert Perry designed fin keel sloop has skeg hung rudder, keel-stepped mast, rack & pinion steering, teak decks. Well equipped: extensively rewired, replaced reefer, interior cushions & curtains redone, Furuno radar, standing & running rigging redone '97, practically new main, PraFurl furler, recent dodger, new full cover. **$59,000**



36' CATALINA, 1983 This particular boat shows well inside and out, and has had a significant amount of work done over the past three years – reworked sails, new electronics, reworked water system, new refrigeration system, rebedded stanchions (with new lifelines) and chain plates, new transmission and fuel tank, etc.., etc., etc. **$54,000**

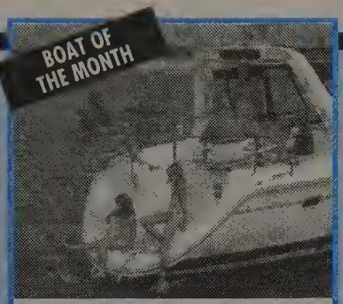


35' ERICSON, 1983
Aft cockpit classic with a solid handlaid FRP hull. Moderate draft from a large fin keel and a semi-balanced spade rudder. She was produced with slight modifications for almost 25 years and is one of Ericson's most successful launches. **$49,500**



30' HUNTER MkII, 1989 For the price, it's hard to beat the Hunter 30 and this boat shows like NEW inside and out – the cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries, bottom blister free, decent electronics including chartplotter and autopilot, roller furler, dodger, teak & holly sole. Lying in transferable Sausalito YS slip. **$39,000.**

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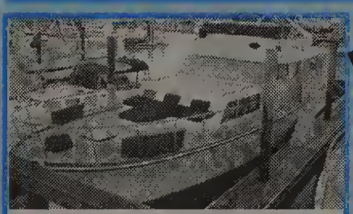
HUNTER LEGEND 430, 1995
She has a 55hp Yanmar diesel and a new GPS Chartplatter. Asking **$149,500**; but no reasonable offer refused. BOAT IS SERIOUSLY FOR SALE!

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43' BREWER CAPE NORTH CUTTER, 1980. Aft cockpit, new engine, 50 haurs, great sail inventary, SSB, AP 6000, liferoft and much mare! **$119,000**



36' UNION POLARIS CUTTER, 1985
Robert Perry, Perkins 4-10B, watermaker, solar panels, aluminum spars, real clean. **$94,500**

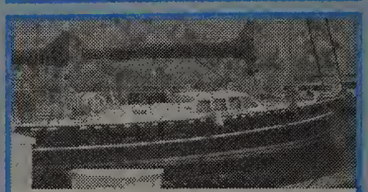


65' LOD CREALOCK SCHOONER, 1984
Cald molded, U.S. built, exceptianally Bristol, certified far 49 passengers.



535 NORSEMAN CUTTER, 1988 – Bristol!
Reckmann hydraulic furling on headsoils and main, electric winches, hord dodger, bow thruster – oll tap of the line. **$519,000**

SAIL						POWER					
65'	LOD Crealock Schooner	'84	Offers	35.5	Beneteau First	'92	79,500	49'	Steel commercial vessel		220,000
62'	Custom PH Steel	'98	769,000	35'	Privateer Ketch	'89	52,000	49'	Kha Shing	'84	179,000
57'	Bermuda ketch	'75	79,000	35'	Rafiki	'80	59,000	46'	Chris Craft, woodie		Inquire
51'	Baltic	'80	249,000	34'	Islander	'75/'85	31,500	45'	Fellows & Stewart	'26	299,000
50'	Gulfstar MKII	'77	102,000	34'	Cal	'78	32,000	44'	Gulfstar, nice	'79	179,000
50'	Rover	'80	49,000	34'	Peterson	'78	39,000	43'	Commercial SF cert.	'85	Inquire
48'	Hughes Yawl	'72	Offers	34'	Irwin	'80	28,000	42'	Grand Banks	'67	89,900
48'	C&C	two from	139,000	33'	Newport	2 from	32,500	42'	Uniflite	'80	109,000
47'	Jeanneau	'92	210,000	33'	Hans Christian	'86	94,500	41'	Roughwater	'75	74,900
46'	Pan Oceanic PH	'86	129,000	32'	Islander	'78	29,000	40'	Harco. Reduced 10k	'49	35,000
45'	Hunter	'87	122,000	32'	Pearson Vanguard	'63	24,000	38'	Stephens	'48	36,000
44'	Cherubini, bristol	'80	450,000	31'	Mariner KT	'75	32,000	38'	Californian	'76	85,000
43'	Serendipity	'81	79,500	31'	Checy Lee	'69	25,000	37'	Chris Craft	'63	20,000
42'	Custom Schooner	'72	39,000	30'	Tartan	'75	15,000	34'	Bayliner Avanti	'87	38,500
42'	S&S	'70	57,500	30'	Santana by Schock	'74	14,500	34'	Uniflite	'77	35,000
41'	Seawolf	'77	75,000	30'	Catalina (2)	'77 & '85	18,900	34'	Chaparral	'92	34,500
41'	CT-41	'71	69,500	30'	Cal 9.2R	'83	24,000	34'	Sea Ray	'86	56,000
41'	Newport	'84	68,000	30'	Islander Bahama	3 from	10,000	34'	Silverton	'90	79,000
41'	Coronado	'74	59,500	29'	Cal 2-29, diesel	'74	10,000	34'	CH8 Trawler, single dsl	'80	59,000
40'	Brewer PH	'88	175,000	28'	Jensen	'60	22,000	33'	Jeftries	'52	39,000
40'	Helmsman	'80	39,500	27'	Ericson	'75	9,500	32'	Bayliner 3250	'88	32,000
40'	Herreshoff glass	'81	85,000					32'	Tolly Craft	'64	26,500
40'	Sabre 402	'96	249,000					31'	Uniflite	'77	11,000
40'	Mariner Ketch	'67	32,000					30'	Sea Ray 305 DB	'88	59,900
39'	Beneteau	'84	79,500					29'	Weilcraft	'85	27,500
38'	Ericson	'81	45,000					29'	Silverton	'85	26,000
38'	Bentley	'79	75,000					28'	Penn Yan	'80	10,000
38'	Ingrid	2 from	69,900					28'	Tolly Craft	'72	17,500
38'	Colin Archer	'50	58,000					26'	Clipper Craft	'86	11,500
38'	Catalina	'99	168,000					26'	Chris Craft	'50	10,000
36'	Columbia	'69	25,000					25'	Bayliner	'85	16,500
36'	Islander	2 from	22,950					25'	Sea Ray Express trl	'93	20,000
36'	Custom Schooner	'72	47,000					24'	Bayliner	'01	39,000
36'	Atkins PH KT	'54	26,500					24'	Raddon	'88	25,000



62' BREWER STEEL KETCH, 1998
Custam pilothause. Ted Brewer design, steel, Lloyds, Caterpillar 3115, 3 stateraom, 16 kw genset, bow thrusters, new soils, much mare. **$690,000**



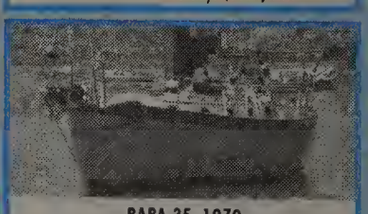
41' SEAWOLF KETCH, '77
Perkins 410B, law hours, SSB, radar, AP. **$75,000.**
CT 41 KETCH, '71. New spars, Harken RF. **$69,900.**



SABRE 402, 1996.
Sabre blue hull, full batten moinsail, headsoil an PraFurl raller furler, Carian countertaps, located here an the Bay. **$249,000**



38' PANDA, 1982. Newer soils, FB moin, head sail & staysail on Harken raller furling, alsa rerigged. Beautiful salid teak interiar. To Shing quality. **$95,000**



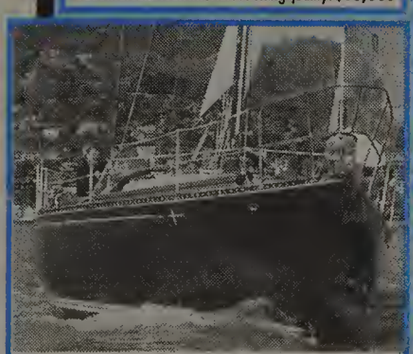
BABA 35, 1979
Ta Shing. Recently restared interior.
Perkins 4-108. New dadger.
Priced to sell **$79,500.**



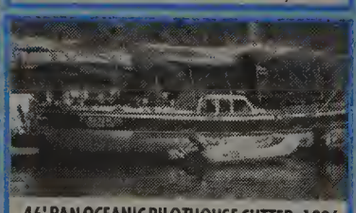
40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon areo with galley. Cruise equipped pullman berth plus V-berth. **$175,000**



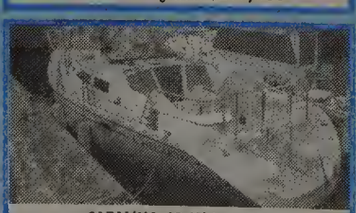
JEANNEAU SUN ODYSSEY, 1992
Refit in 2002. 75 hp Yanmar. 15' beam.
RF main and genoa. **$210,000**



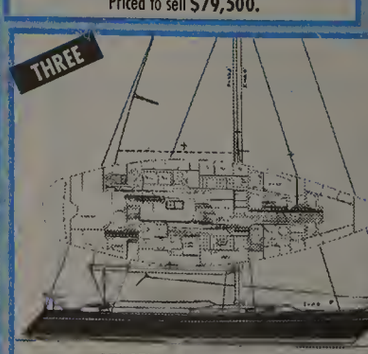
C&C 40, 1981
One of C&C's best. Dark blue hull. Hydraulics, Mox prop, RF # 1&2, spin, mony new upgrades. **$85,000.**



46' PAN OCEANIC PILOTHOUSE CUTTER, 1986
By Ted Brewer. Outside and inside helms, great layaut below. **$129,000.**



CATALINA 42 MkII, 2002
Three stateraams, full electronics, leather interior. Better than new. **$225,000**



47' STEVENS & HYLAS, 1986
3 staterooms, Sparkman & Stephens design. Westerbeke 70 hp low hours, genset 8kw, hydraulics.
$225,000

NORPAC YACHTS

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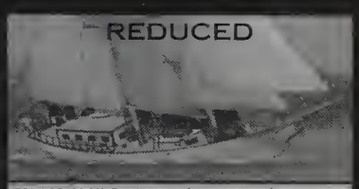
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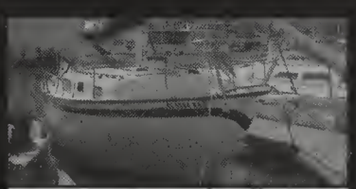
25' FARALLON 25 FISHERMAN. 6 cyl. turbo diesel. Hard top full enclosure, trailer, windlass, heat, reefer, dive compressor, aft helm station. Outstanding, well maintained & more. **Asking $24,500.**



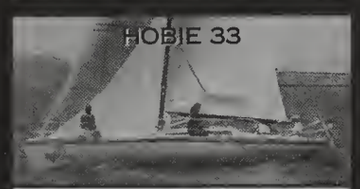
58' LOD NEW ZEALAND schooner. 16'6" beam, strong, copper riveted, 3x kouri-planked. Detroit dsl, radar, AP, watermoker, genset, shower, 3 S/Rs. World cruiser. **$75,000.**



41' ISLANDER FREEPORT ketch. Center cockpit, aft cabin, new 100hp Yanmar diesel, shower, galley, davits, very nice inside & out. Big camfortable cruiser. **$76,500.**



30' RAWSON sloop. Extra heavy fiberglass construction, Wm. Garden design, dodger, inboard & more. Strong & reliable, excellent condition. **$18,500.**



33' HOBIE sloop. The ULTIMATE TRAILER-SAILER. Full lifelines, Saildrive, 6 spinnakers, 2 mains, 4 jibs, many Kevlar. 5 Lewmar winches +. Mex. Vet, FAST! **$22,000.**



34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, capper riveted mahogany, lead, wheel, more. Must be seen! **$49,500.**



32' GRAND BANKS TRAWLER w/Sausalita Charter Business. Dsl, radar, VHF, depth, Loran, AP, 6 berths, Bimini, windlass & more. Very shipshape. **$69,000.**



42' LOD, 52' LOA, CUSTOM STEEL HIGH ENDURANCE MDTORSAILER. *Celeste* is probably the ULTIMATE WORLD CRUISER! All steel, sails and motors very well. Far too much ta describe here. Must be seen. **$98,500.**



32' FJORD CRUISER built by Fjord-Plast af Narway. Twin Valvo 170hp mains, heavy glass canstructian, well equipped & maintained. **Asking $27,349.**



43' STEPHENS SEDAN CRUISER, 1955. *Fleetwaad* is in extra fine condition. Twins, laaks better than new inside and aut. Must see, wonderful! **Try $99,500.**

SAIL

55' SAMPSON ketch, center cockpit, aft cabin, dsl & more, live/cruise ..... Ask 65,000
48' C&C sloop, completely refit & updoted, loaded with geor & equipment. EXCEPTIONAL ..... Ask 175,000
48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, dsl, fascinoting history Island reol estate trades ok.. Ask $2,000
48' HERITAGE WEST INDIES, f/g, aft cabin, center cockpit cruising cutter, loaded, in Ponomo, ready to go! .... Ask 189,000
41' BLOCK ISLAND CUTTER. Osl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential . Ask 49,500
40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potentiol .. Ask 37,500
39' OANISH ketch, double-ender, diesel, big ond strong ..... Try 29,000
35' GILLMER PRIVATEER ketch. Osl, f/g, wheel, full galley, shower ++ $2,000
35' BLOCK ISL. KTCH, dsl ..... Ask 19,500
34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty ..... Try 16,000
34' COLUMBIA sloop, dsl .. Asking 17,000
34' CLARK CUTTER, 4-107 diesel, mahogany, oluminum spars ..... Asking 22,000
33' RHODES WINOWARO sloop. Famous design, 1/8, greot boot ..... Ask 9,950
32' ATKIN PH CUTTER. Super ferro beouty. Diesel, loaded and strong double-ender in beautiful shope ..... Asking 32,000
31' H-28 KETCH, 1/8 ..... Asking 22,000
30' WALSH80 M/S, dsl ..... Try 9,800
30' PEARSON Sloop, Atomic 4 1/8, GPS, Autohelm, spinn, nice, clean .. 15,000
27' BRISTOL sloop, O/8 ..... Try 3,900
27' CATALINA sloop, Inboard, F/G, in VERY NICE SHAPE ..... Cheop at $,950
27' ERICSON sLoop, new Honda 8 .. 9,800
26' LAGUNA sloop, dsl, Soildrive 9,950
26' KINGS cruiser, diesel, mahogany, copper-riveted, full keel, strong, Scondinovian built 4,900/offers
24' SEAFARER slp, MocCorty/Rhodes, O/8, main, jib, genoa, oll glass .. Try 5,500
24' EO MONK CLASSIC sloop, diesel, greot chorocter & o nice boat ..... Try 7,500

POWER

46' CHRIS CORSAIR oft cabin, F/8 mtr yacht. Sparkling '57, live/cruise Ask 99,000
45' LAKE UNION classic cruiser. Twin diesel, F/8, 2 heads w/showers & grand style ..... Ask 50,000
45' STEPHENS classic 1929 .... Ask 90,000
42' TROJAN AFT CABIN M/Y, 15' beom, full elect galley, 2 heads, shower, rador, Onan, V8s, cruise/live ..... Ask 49,500
40' MATTHEWS, '48 sdn cruiser. Very well kept/many upgrades. Twin V8s..25,000
38' CHRIS CRAFT CONNIE, 'fixer' ... 6,500
37' CHRIS CRAFT CONNIE, nice cruiser/liveaboard, genset, one V8 just rebuilt, other needs work ..... Asking 30,000
36' HUNTER cruiser, '57, twins, classic varnished beauty, good liveobrd 16,000
36' CHRIS CRAFT Covalier, *VERY* NICE, must be seen ..... Ask 29,900
36' USCG PATROL CRAFT. 671 diesel. Looded and in beautiful shope. All wood, rador, etc. ..... Ask 40,000
34' CHRIS CRAFT Commonder, '63, twin gos, great boat 26,500
32' UNIFLITE F/8 sedon, F/G, F/F chort, twins, rodar, much more! Ask 32,000
30' MONTEREY TRAWLER, a greot classic beautifully restored & loaded 46,000
29' UNIFLITE Salty Dog H/T sportfish, ABSOLUTELY LOADED! .... Asking 29,950
29' WELLCRAFT EXPRESS cruiser. 350s, shower, galley, outriggers & more. Twin shoft/strut/props/rudders. Ultro clean and ready to go! ..... Asking 27,950
29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, BARGAIN! 7,900
28' OWENS H/T EXPR., 350 V8 Ask 8,500
28' CHRIS CRAFT Cavalier, nice 12,000
28' CARVER F/8 cruiser, Crusader V8, full Oelta convas, shower, comfortable & roomy 17,500
26' BAYLINER 2352 TROPHY, '00, trailer, o/d, only 10 hours on clock! 38,500
25' GRADY WHITE OFFSHORE PRO, trailer, two 225 Mercs 44,000
25' BAYLINER CIERRA, '88, very nice. Full Oelto canvas ..... Asking 39,500
25' OONZI 2-25, V8, Arneson Drive..29,500
20' SEA RAY Bow Rider with trailer. Less thon 200 hours use, 205hp I/O, super clean, 1993 ..... Ask 9,800
18' AVENGER ski boot, tri, 200 hp, more ZOOM! ZOOM! ..... Ask 2,500

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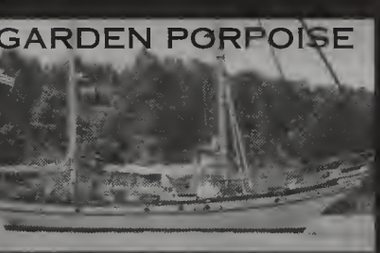
23' STONE HORSE slaap by Edey & Duff. Diesel, famous full-keel pocket cruiser with trailer, full caver, wood stove, tap quality and strong coastal cruiser for the knowledgeable trailer-sailor. **Asking $19,500.**



39' CORBIN PH CTR. Dut our design, f/g, 2 helms, 12'1" beam, full galley & head, raller furl, central air and heat, radar, AP, watermaker, lots of new gear. Bluewater cruise ready. **Asking $99,950.**



33' LAGUNA F/B SPORTS FISH by American Marine. 2 dsls, 2 helms, all glass, gen, lats af teak, 2 VHF, depth & F/F, radar, GPS/chart, AP & mare! Many updates & impraves. Beautiful & laaded. Covered berth. **$49,950.**



46' Wm GARDEN PORPOISE. Big, taugh, well respected ketch. Capper riveted TEAK hull and decks, diesel, wheel, radar, shawer, autapilat, laaded. Camfartable warld cruiser/liveabaard. **Asking $89,500.**



41' CT KETCH by TA CHIAO. Glass, diesel, full galley, shawer, aluminum spars and mare! Beautiful canditian and a great live/cruise layaut. Yau'll want ta see this ane. VERY NICE. **Asking $74,500.**



40'9" HINCKLEY cutter, G. Owens design. New diesel. Absalutely beautiful canditian & decar. Master Mariners champ. Laaded incl. radar, many electranics, teak/hally sale, teak decks, 2x planked, mare! Must see. **$99,000.**

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